The China Mail.

Established February, 1845.

VOL. XLII. No. 7264. 英一千八百八十六年十一月十三號 HONGKONG, SATURDAY, NOVEMBER 13, 1886. 丙戌年十月十八日 PRICE, $2 PER MONTH.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*.

PARIS AND EUROPE:—AMBROSE PRINCE & Co. 30, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELOH & Co. *Amoy*, WILSON, NICHOLLS & Co. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 1886. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,	$7,500,000
RESERVE FUND,	$4,500,000
RESERVE FOR EQUALIZATION OF DIVIDENDS,	$ 200,000
RESERVE LIABILITY OF PROPRIETORS,	$7,500,000

COURT OF DIRECTORS.

Chairman—A. MCIVER, Esq.
Deputy Chairman—M. GROTE, Esq.

Hon. J. BELL IRVING. G. D. BOTTOMLEY, Esq. W. H. F. DARBY, Esq. H. L. DALRYMPLE, Esq. H. HOPPIUS, Esq. E. H. M. HUNTINGTON, Esq. Hon. A. P. MCEWEN. Hon. F. D. SASSOON.

CHIEF MANAGER.
Hongkong.....THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
MANAGER.
Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.

Hongkong, August 28, 1886. 947

Notices of Firms.

NOTICE.

DURING Mr. ADAMS' Absence from China, Mr. GEORGE EDWARD JAMES GARDINER and Mr. ANTONIO BRAZ DA ROZA are authorized to SIGN our Firm per Procuration.

BIRLEY & Co.

Canton, 1st November, 1886. 2085

NOTICE.

HONGKONG AND CHINA GAS COMPANY, LIMITED.

MR. F. W. CROSS having been appointed by The London Board of Directors of the above Company as MANAGER of their Works will TAKE CHARGE of same from this date.

P. RYRIE,
Chairman, Local Committee.

Hongkong, November 1, 1886. 2072

NOTICE.

DURING my temporary Absence my Business, of SHARE AND GENERAL BROKER, and AUCTIONEER, also the AGENCY of MESSRS. CALDBECK MCGREGOR & Co. of Shanghai, will be conducted by Mr. W. KERFOOT HUGES.

R. JONES HUGHES.

Hongkong, November 11, 1886. 2150

Entertainment.

THEATRE ROYAL,
CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB.

THE FIRST PERFORMANCE OF THE SEASON
will take place on
THURSDAY,
the 18th November, at 9 p.m.,
When will be performed
A COMEDY IN THREE ACTS,
BY
J. STIRLING COYNE,
entitled:
'A WIDOW HUNT.'

Tickets ($2 each) may be obtained from Messrs. LANE, CRAWFORD & Co., on and after *Monday*, 15th November, at 9 a.m.

H. M. THOMSETT,
Hon. Secretary.

Hongkong, November 8, 1886. 2132

Intimations.

PERSEVERANCE LODGE OF HONGKONG,
No. 1165.

A Regular MEETING of the above LODGE will be held in the FREEMASON'S HALL, Zetland Street, on TUESDAY, the 16th Instant, at 8.30 for 9 p.m. VISITING BRETHREN are cordially INVITED.

Hongkong, November 12, 1886. 2154

HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY & FRIDAY,
the 23rd, 24th, and 25th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a SWEEPSTAKES of $20 each, half forfeit if declared on or before the date of Closing Entries, with $100 added for 1st Pony and $50 for 2nd. For all China Ponies *bonâ fide* Griffins at date of Entry (SATURDAY, the 22nd January, 1887), First Pony 70 per cent., Second Pony 20 per cent., and Third Pony 10 per cent. Weight 10st. 10lbs. Distance, One-Mile-and-a-Half.

NOMINATIONS CLOSE on SATURDAY, the 18th December, 1886, addressed to the CLERK OF THE COURSE, at the Hongkong Club.

By Order,
J. GRANT,
Acting Clerk of the Course.

Hongkong, November 5, 1886. 2114

MANILA SLIP COMPANY, LIMITED.

THIS Company having COMPLETED the SLIPWAY and WORKS at Cañacao (Cavite) is now prepared to undertake the REPAIRS of VESSELS, and other SHIPBUILDING WORK, under the Direction of AN EXPERIENCED ENGINEER and SHIPBUILDER from one of the principal Shipyards of the Clyde.

Dimensions and principal Particulars of Patent Slip and Ship-yard at Cañacao (Cavite).

Length of centre ways of Slip	820 feet.
Length of Slip cradle	270 "
Width of Slip inside rope-rods	36 "
Inclination of ways 1 in 18.	
Depth at outer end (high water to rails)	26 "
Length of Slip rail dry at low water	445 "
Length of Slip rail extreme high water	350 "
Height of cradle-rails to keel blocks—fore end	2 ft. 9 ins.
after end	7 " 6 "
Rise and fall of tide-extremes springs	5 " 6 "
average neaps	3 " 9 "
Width of ways, centre to centre of side rails	27 "
Capacity of the Slip in gross tonnage	2,500 tons.

(NOTE.—*This last particular must depend on the draught and build of Vessel.*)

Working capacity of hydraulic hauling gear 2,000 tons.

The site of the Company's works is on a perfectly sheltered Bay, where Vessels can lie and work be carried on in any weather.

THE REPAIRING SHOPS include PLATING and BOILER SHOP, SMITHY, FOUNDRY, FITTING SHOP, CARPENTER'S SHOP and SAW-MILL, with a full equipment of appliances for every class of REPAIRS to STEAMERS and SAILING SHIPS, WOOD and IRON, and the BUILDING of SMALL CRAFT of all kinds, up to about 200 Tons.

PEELE, HUBBELL & Co.,
Agents.

Hongkong, November 1, 1886. 2071

W. BREWER is now showing a great variety of New Designs in CHRISTMAS CARDS, including:—Native Cards with Pidgin English Mottoes. Japanese Silk Cards with Appropriate Greetings. A New Series of Cards with German and English Greetings. Photos of Hongkong and Chinese Characters with Pidgin English Sing Song. Very beautiful American Country Scenes, frosted. Etched Paiotte Cards for Colouring. The Robin Series. Very Handsome Cards in tints. Plain Gold Blocked Cards with Simple Mottoes. Already very Popular. A great variety of Other Cards to suit every taste. —PRICES VERY MODERATE.

W. BREWER,
under Hongkong Hotel.

Hongkong, October 30, 1886. 2060

NOTICE.

THE Undersigned has This Day RESUMED the PRACTICE of DENTAL SURGERY at Hongkong.

H. H. WINN, D.D.S.

CONSULTING ROOMS, Bank Buildings, Queen's Road, opposite Main Entrance to Hongkong Hotel.

Hongkong, November 8, 1886. 2123

Business Notices.

CHRISTMAS & NEW YEAR CARDS.

LANE, CRAWFORD & Co.

HAVE now Received their full Stock of **CARDS.** Their full ASSORTMENT contains many NOVELTIES:—

SOMETHING QUITE NEW—'CHRISTMAS AND NEW YEAR AUTOGRAPH CARDS,' Beautiful Designs in half-dozen boxes, with Envelopes to match.

Also,

A LARGE VARIETY OF DESIGNS IN PRANG'S ARTISTIC
HAND PAINTED CARDS,
GOLD LACQUERED FLORAL CARDS,
THE ORCHID SERIES,
SKETCHES by Landseer,
THE ART GALLERY SERIES,
ANTIQUE CARDS in boxes.
PAINTED PORCELAIN mounted on Plush,
PAINTED SATIN WALL SHIELDS,
EMBROIDERED SACHETS,
ALBUMS OF POETRY.
Each Card is supplied with suitable Wrapper and Envelope.

CHRISTMAS AND NEW YEAR CARDS.
LANE, CRAWFORD & Co.

Hongkong, November 6, 1886. 2122

THE BON MARCHE.
(*CHEAP MARKET.*)
ADJOINING THE STAG HOTEL (NEXT DOOR).

CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES, *At Cash Prices and for Cash only.*

PIPES, TOBACCOS, CIGARS, BOOKS, NOVELS, MUSIC, WATCHES, MUSICAL INSTRUMENTS, ALBUMS, KNIVES, CUTLERY, LEATHER GOODS, CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

BON MARCHE, next door to THE STAG HOTEL.

Hongkong, September 8, 1886. 1739

KELLY & WALSH, LD.,
ARE NOW SHOWING THEIR NEW SEASON'S
CHRISTMAS AND NEW YEAR'S CARDS,
Comprising:—

A Magnificent Assortment of PRANG'S AMERICAN CARDS, HAND PAINTED CARDS handsomely mounted in PLUSH and SATIN, HAND PAINTED OPALS, and a very large Selection of CHEAP CARDS ranging in Price from 5 Cents upwards.

THE SPECIAL NOVELTY OF THIS SEASON
CONSISTS OF A SERIES OF
ORIGINAL WATER COLOUR PANEL SKETCHES,
DEPICTING CHINESE LIFE AND CHARACTER, specially Painted for us by ENGLISH ARTISTS.

We are SOLE AGENTS for Mr. Griffith's CHRISTMAS PHOTOGRAPHIC VIEWS OF HONGKONG reduced to Cabinet size with PIDGIN ENGLISH VERSES, which obtained so large a measure of success last year. A New Set of VIEWS and CHARACTER SKETCHES, with suitable Greetings in ENGLISH and GERMAN, is in active preparation.

KELLY & WALSH, LIMITED, HONGKONG.

Hongkong, October 25, 1886. 2027

W. POWELL & Co.
Toys! Toys!! Toys!!!
OVER 300 DOLLS.

TOYS of every Description.
CHRISTMAS PRESENTS in great Variety.
A Choice Selection of CHRISTMAS CARDS.

ALBUMS, WORK BASKETS, WRITING CASES, PLUSH & LEATHER BAGS, LADIES' AND GENTLEMEN'S COMPANIONS, PERAMBULATORS, &c., &c., &c.

W. POWELL & Co..

VICTORIA EXCHANGE, November 8, 1886. 2128

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1886. 1612

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

ST. ANDREW'S BALL.

SPECIALLY
BLACK SUPERFINE CLOTH DRESS SUIT,
$30.00.

HIGHLAND COSTUMES.

We Have Imported a Selection of
CLAN TARTANS, KILTINGS, SPORRANS,
SKENE DHUS, &c., &c.

See our East Window.

Hongkong, November 1, 1886. 2081

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY, in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at very *moderate prices.* 742

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1885.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the THIRTIETH DAY OF NOVEMBER NEXT, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.

Hongkong, October 15, 1886. 1969

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

SHOULD the weather be favourable, the *HONAM* will make a TRIP to MACAO and Back on SUNDAY, the 14th Instant, leaving HONGKONG at 9.30 a.m., and MACAO at 9.30 p.m.

First Class Fare to Macao and back, $2. No Second Class or Single Fares. Chinese Servants, 50 Cents each way. Chits will not be accepted.

Refreshments will be supplied on Board, but no Meals.

By Order,
T. ARNOLD,
Secretary.

Hongkong, November 8, 1886. 2131

COMPAÑIA TRASATLANTICA,
(LATE A. LOPEZ & Co.)

SPANISH ROYAL MAIL.

ONE of their First Class STEAMERS will leave MANILA on the *first of every month* for LIVERPOOL, calling at SINGAPORE, ADEN, SUEZ, PORT SAID, BARCELONA, VALENCIA, CARTAGENA, CADIZ, VIGO and CORUNNA.

Through Bills of Lading granted in HONGKONG to the SPANISH PORTS ONLY. Cargo to be transhipped at SINGAPORE.

For Rates of Freight and other information, apply to

REMEDIOS & Co.,
Agents.

Hongkong, October 15, 1886. 1973

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1886.

Auctions.

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 16th November, 1886, at 3 p.m., on the Premises,—

REMAINING PORTION OF INLAND LOT No. 124, and SECTIONS *C* AND *D* OF INLAND LOT No. 125.

Situate at the Corner of OLD BAILEY and STAUNTON STREETS, with the BUILDINGS erected thereon being Nos. 7, 9, 11 and 13 on OLD BAILEY STREET, and Nos. 2 and 4 on STAUNTON STREET. The whole measuring about 15,300 Square Street. Annual Crown Rent, $108.82.

TERMS OF SALE.—20 per Cent. of the Purchase Money to be paid after fall of the hammer, the Remainder on transfer being made.

For further Particulars and Conditions, apply to

SHARP, JOHNSON & STOKES,
Solicitors for the Vendor;
or to
G. R. LAMMERT,
Auctioneer.

Hongkong, October 29, 1886. 2061

POSTPONEMENT OF SALE.

PUBLIC AUCTION
OF
VALUABLE LANDED PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY,

the 17th November, 1886, at 3 p.m., on the Spot (Wanchai),—

INLAND LOT No. 428,

With SIXTEEN HOUSES erected thereon, bounded on the North by INLAND LOT No. 429 and measuring about 115 feet thereon, on the East by TSING KAI LANE and measuring about 100 feet thereon, on the South by CROSS STREET and measuring about 115 feet thereon, on the East by ALBANY STREET and measuring about 100 feet thereon. Total Area about 11,500 square feet. Annual Crown Rent, $175.20.

TERMS OF SALE.—20 % of the Purchase Money to be paid after fall of the hammer, the Remainder within 14 days of date of Sale, on completion of transfer.

For further Particulars, apply to the AUCTIONEER.

G. R. LAMMERT,
Auctioneer.

Hongkong, November 9, 1886. 2139

SALE OF LAND.

THERE will be SOLD by PUBLIC AUCTION, on the Ground, on

WEDNESDAY,

the 24th day of November, at 4 o'Clock Afternoon,—

ALL THAT PIECE OR PARCEL OF GROUND,

With the MESSUAGES and PREMISES thereon, proposed to be registered in the Land Office as Section A of MARINE LOT No. 40, bounded on the South by Queen's Road East and measuring thereon 200' or thereabout, on the East by MARINE LOT No. 42 and measuring thereon 203' or thereabout, on the West by MARINE LOT No. 64 and measuring thereon 190' or thereabout, and on the North by the Piece or Parcel of Ground intended to be registered in the Land Office as the Remaining Portion of MARINE LOT No. 40 and measuring thereon 203' or thereabout, the entire Area containing 39,542 square feet or thereabout.

A Plan of the Property may be inspected, and full Particulars regarding the title and conditions of Sale obtained on application to Messrs. JARDINE, MATHESON & Co., General Agents, CHINA SUGAR REFINING Co., Ld., or

H. N. MODY,
Auctioneer.

Hongkong, October 28, 1886. 2057

Auctions.

PUBLIC AUCTION.

SALE OF
VALUABLE HOUSEHOLD PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 16th November, 1886, at 4 p.m., on the Spot,—

INLAND LOT No. 114,

Situated at the Corner of HOLLYWOOD ROAD and SHELLY STREET, with the TENEMENTS erected thereon, measuring North 90 feet, South 90 feet, East 87 feet, West 89 feet. Total Area, 7,920 square feet. Annual Crown Rent, $53.42, subject to an existing Lease, expiring 28th February, 1887.

Also,

THE ADJOINING LOT,

INLAND LOT No. 112,

Situated at the Corner of HOLLYWOOD ROAD and GRAHAM STREET, with the TENEMENTS erected thereon, measuring North 91 feet, South 90 feet, East 87 feet, and West 104 feet. Total Area, 8,642 square feet. Annual Crown Rent, $58.32.

N.B.—CHINESE HOUSES may be erected on the above *Two Lots.*

TERMS OF SALE.—A Deposit of 20 % to be paid on the fall of hammer; Balance within a fortnight, on completion of transfer. All Expenses of transfer to be paid by Purchaser.

G. R. LAMMERT,
Auctioneer.

Hongkong, November 3, 1886. 2101

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 11th Instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, November 8, 1886. 2124

UNION LINE.

FROM ANTWERP, LONDON, PENANG AND SINGAPORE.

THE Steamship *Altonover*, Captain BARNETT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to JAPAN unless notice to the contrary be given before 2 p.m. TO-DAY, the 8th Instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, November 8, 1886 2129

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Formosa*, Captain HARRIS, will be despatched for the above Ports on SUNDAY, the 14th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, November 10, 1886. 2145

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Sarpedon*, Capt. CHRIMES, will be despatched as above on SUNDAY, the 14th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 8, 1886. 2130

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Hesperia*, Captain CHRISTIANSEN, will be despatched for the above Ports on TUESDAY, the 16th Inst., at 10 a.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, November 9, 1886. 2135

Shipping.

Steamers.

NAVIGAZIONE GENERALE ITALIANA FLORIO & RUBATTINO UNITED COMPANIES.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLES.

(*Taking Cargo at through rates to all* MEDITERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA, *and also to* NEW YORK & BUENOS AYRES, MONTE-VIDEO.)

The Co.'s Steamship *Bormida* will be despatched as above on MONDAY, the 15th November.

To be followed by the *D. Balduino* on or about the 3rd December.

The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, November 11, 1886. 2149

STEAM TO BOMBAY *VIA* STRAITS.

The P. & O. S. N. Co.'s Steamship *Lombardy* will leave for the above place on TUESDAY, the 16th Instant, at 3 p.m.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 9, 1886. 2142

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

The Steamship *Denbighshire*, F. GBUMING, Comm'dor, will be despatched for the above Ports on the 16th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, November 8, 1886. 2134

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, *VIA* SAIGON AND SINGAPORE.

The Co.'s Steamship *Celebes*, Captain JOON, will be despatched as above on or about the 16th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, November 10, 1886. 2143

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Orestes*, Capt. HUTCHISON, will be despatched as above on THURSDAY, the 18th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 10, 1886. 2147

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Hydaspes* will leave for the above place about 24 hours after her arrival with the outward English Mails.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 12, 1886. 2155

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)

The Steamship *Cathrthun*, Captain DARKE, will be despatched for the above Ports on MONDAY, the 22nd Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, November 9, 1886. 2140

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glenearn*, Captain QUARTLY, will be despatched as above on or about the 23rd Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, November 8, 1886. 2127

Sailing Vessels.

FOR NEW YORK.

The 3/3 *L.1.1.* American Barque *Antioch*, HEMINGWAY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, October 11, 1886. 1948

[illegible]r Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

—o:—

HAVE FOR SALE
THE FOLLOWING

STORES.

—0—

EX AMERICAN MAIL STEAMER.

Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
CUTTING'S Table FRUITS.
ASPARAGUS.
Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.
MACKEREL in 5lb Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BRAWN.

—:—

A LARGE ASSORTMENT
of

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING UTENSILS.
WOFFLE IRONS.
CHARCOAL IRONS.
KEROSINE LAMPS.
NONPAREIL KEROSINE OIL.

—::—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ $11 and $12.
CUP CHAMPAGNE, Pts. & Qts. @ $12 and $14.
SACCONE'S SHERRY.
SACCONE'S INVALID PORT.
ROYAL GLENDEE WHISKY.
JAMESON'S WHISKY.
OLD BOURBON WHISKY.
HEERING'S CHERRY CORDIAL.
ASSORTED LEQUEURS.
DRAUGHT, ALE and PORTER.
&c., &c., &c.

—0—

THE USUAL ASSORTMENT
of

OILMAN'S STORES,

at the
Lowest Possible Prices
FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, July 1, 1886. 1268

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bree' WHISKY,—$7¾ per Case of 1 doz.
GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

FRED. P. LITCHFIELD, Am. barque, Capt. O. C. Young.—Gonsalves & Co.

JOHN FRAHEY, British ship, Capt. Thos. Ryan.—Messageries Maritimes.

MEDUSA, Austro-Hung. steamer, Capt. E. Perini.—O. Bachrach.

RALPH M. HAYWARD, Am. bar'tine, Capt. Joseph Baxter.—Arnhold, Karberg & Co.

SARAH HIGNETT, American ship, Capt. A. Morgan.—Ed. Schellhas & Co.

To-day's Advertisements.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, November 13, 1886. 2164

To-day's Advertisements.

NEW WORK.

A RECORD OF BUDDHISTIC KINGDOMS
being an account by
THE CHINESE MONK FÂ-HEIN
of
HIS TRAVELS IN INDIA AND CEYLON
(A.D. 399-414),
In Search of the Buddhist Books of Discipline,
translated and annotated
WITH A COREAN RECENSION OF THE CHINESE TEXT,
BY
JAMES LEGGE, M.A., LL.D.,
Professor of the Chinese Language & Literature.

Price, - - - - - - - - $3.50.

LANE, CRAWFORD & Co.

Hongkong, November 13, 1886. 2161

PUBLIC AUCTION
OF
OLD CHINESE PORCELAINS, CURIOS, &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 20th November, 1886, at 2 p.m., at his Sales Rooms, Duddell Street,—

A FINE COLLECTION OF
OLD AND RARE CHINESE PORCELAINS AND CURIOS, &c.,

Just Received from the *Northern Provinces of China*, and consisting of:—

VASES, JARS, PLATES, CUPS, &c. in Blue and White and Five Colours of the MING DYNASTY, and the Reigns of KANG-HI and KIEN-LUNG, OLD SILK EMBROIDERIES, OLD PEKIN LACQUER, OLD BRONZES, SNUFF BOTTLES, Blue, Green, Yellow and SANG-DE-BŒUF JARS, BAMBOO CARVINGS.
&c., &c., &c.

Catalogues will be issued prior to the Sale, and the above will be on view on *Friday next.*

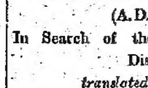
TERMS OF SALE.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, November 13, 1886. 2163

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.



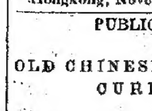
The Co.'s Steamship *Haiphong*, Capt. S. ASHTON, will be despatched for the above Ports on TUESDAY, the 16th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, November 13, 1886. 2165

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.



The Co.'s Steamship *Bellerophon*, Captain GUTHRIE, will be despatched as above on SATURDAY, the 20th November.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 13, 1886. 2158

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Diomed*, Captain BIGLEY, will be despatched as above TOMORROW, the 14th Instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 13, 1886. 2157

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Pechili*, Captain PAYNE, will be despatched as above on MONDAY, the 15th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, November 13, 1886. 2160

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Diamante*, Capt. McCASLIN, will be despatched for the above Ports on MONDAY, the 15th Instant, at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, November 13, 1886. 2159

SHIPPING.

ARRIVALS.
November 12, 1886.

Velox, German steamer, 636, M. Kallsen, Saigon Nov. 6, Rice.—EDUARD SCHELLHASS & Co.

November 13:—

Diomed, British steamer, 1,436, W. B. Bigley, Shanghai November 7, via Foochow and Swatow 12, General.—BUTTERFIELD & SWIRE.

Haiphong, British str., 1,122, S. Ashton, Foochow November 10, Amoy 11, and Swatow 12, General.—DOUGLAS STEAMSHIP Co.

Oxus, French steamer, 3,675, Lequerré, Shanghai November 11, Mails and General.—MESSAGERIES MARITIMES.

Menzaleh, French str., 1,273, C. Benois, Yokohama November 6, Mails & General.—MESSAGERIES MARITIMES.

Ashington, British steamer, from Whampoa.

Gilsland, British steamer, from Whampoa.

Wolf, German gunboat, 383, Captain Jocselike, Amoy November 8.

Sarpedon, British str., 1,591, Chrimes, Liverpool and Singapore November 6, General.—BUTTERFIELD & SWIRE.

DEPARTURES.
November 13:—

Fushun, for Whampoa.
Hanchow, for Whampoa.
Wellingdorf, for Whampoa.
Gerda, for Chefoo and Tientsin.
Gilsland, for Shanghai.
Gaelic, for San Francisco.
Medusa, for Singapore and Bombay.

CLEARED.

Welle, for Hoihow and Pakhoi.
Deuteros, for Saigon.
Cheung Hock Kiau, for Swatow.
Formosa, for Swatow.
Diomed, for Singapore.
Ines Rohl, for Touron.
Tantallon, for Wuhu.
Gratitude, for Kutchinotzu.

PASSENGERS.

ARRIVED.

Per *Diomed*, from Shanghai, &c., 540 Chinese.

Per *Haiphong*, from Coast Ports, Messrs Marshall, McLean, Jackson, Bramwell, Scanlan, Shepherd, Graham, Smith, Lloyd, Foss, Cecble, Savage and Everett, and 125 Chinese.

Per *Oxus*, from Shanghai: for Hongkong, Mr and Mrs Engelbach, Mr Mody and servant, Dr. Ayres, Mr Steibel and servant, Mesdames Ozanne, E. J. Coxon, Walter, Major Cochrane and servant, Mrs Wo Chu and servant, and 6 Chinese; for Saigon, Capt. Dillot, Messrs Cloch and Scalf; for Singapore, Mr and Mrs Ilbert; for Marseilles, Messrs Moss, Anderson, Admiral Feldhausen, Mr Alvers, Miss Hanson, Messrs Bean, Romanet, Amy and Rehders.

Per *Menzaleh*, for Hongkong: from Yokohama, Messrs U. Durand, Henry Andrew, John Houston, Kousota and Oushi; from Kobe, Messrs Blandry Jenkins, Geo. Smith, Wilmson, Mrs Chika and Mrs Chio. For Marseilles: from Yokohama, Rev. Legrand, and Mr Forsyth.

Per *Sarpedon*, from Singapore, 268 Chinese.

DEPARTED.

Per *Esmeralda*, for Manila, Mr H. V. Prentice, and 3 Chinese.

Per *Japan*, for Singapore, Mr Cotton; for Calcutta, Messrs Sanger, Dun, Leach, Scott, and Miss Hickson.

Per *Whampoa*, for Port Darwin, Messrs Blummer and Schletter; for Sydney, Messrs G. C. Vaughan, J. Milne, Hargrave, Bancke, and Johnson; for Melbourne, Mr Wm. Beattie.

Per *Gaelic*, for Yokohama, Messrs Geo. Armstrong and A. Falves; for San Francisco, Mr F. H. Whitehead, 2 Europeans, and 235 Chinese.

TO DEPART.

Per *Welle*, for Hoihow, 100 Chinese.
Per *Deuteros*, for Saigon, 120 Chinese.
Per *Cheung Hock Kiau*, for Swatow, 405 Chinese.
Per *Formosa*, for Swatow, 1 European, and 150 Chinese.
Per *Diomed*, for Singapore, 537 Chinese.
Per *Medusa*, for Singapore, &c., 560 Chinese.

SHIPPING REPORTS.

The British steamer *Haiphong* reports: Had fresh N.E. winds and fine weather throughout.

The French steamer *Menzaleh* reports: Very good weather all time.

POST OFFICE NOTICES.

MAILS will close:—

For WOOSUNG.—
Per *Tantallon*, at 8.30 a.m., on Sunday, the 14th inst.

For SINGAPORE & LONDON.—
Per *Diomed*, at 9 a.m., on Sunday, the 14th inst.

For HOIHOW & PAKHOI.—
Per *Welle*, at 9 a.m., on Sunday, the 14th inst.

For AMOY AND MANILA.—
Per *Diamante*, at 4.30 p.m., on Monday, the 15th inst.

For HAIPHONG.—
Per *Iduna*, at 5 p.m., on Monday, the 15th inst.

For SINGAPORE.—
Per *Hesperia*, at 9.30 a.m., on Tuesday, the 16th inst.

For STRAITS AND BOMBAY.—
Per *Lombardy*, at 2.30 p.m., on Tuesday, the 16th inst.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Batavia, &c., via Saigon	Celebes (s)	Joon	Jardine, Matheson & Co.	About November 16.
Bombay, via Straits	Lombardy (s)		P. & O. S. N. Co.	November 16, at 3 p.m.
Hamburg, and Ports of Call	Braunschweig (s)	Störmer	Norddeutscher Lloyd	November 29, at noon.
Havre, &c., via Suez Canal	Hesperia (s)	Christiansen	Siemssen & Co.	Nov. 16, at 10 a.m.
London, via Suez Canal	Diomed (s)	Bigley	Butterfield & Swire	November 14, at noon.
London, via Suez Canal	Bellerophon (s)	Guthrie	Butterfield & Swire	November 20.
London, via Suez Canal	Glenearn (s)	Quartly	Jardine, Matheson & Co.	About November 23.
London, and Ports of Call	Cathay (s)	E. Ashdown	P. & O. S. N. Co.	November 23, at 4 p.m.
Manila, via Amoy	Diamante (s)	McCaslin	Russell & Co.	November 15, at 5 p.m.
Marseilles, Genoa, &c.	Bornuda (s)		Carlowitz & Co.	November 15.
Marseilles, &c., via Saigon	Oxus (s)	Léquerré	Messageries Maritimes	November 16, at noon.
New York	Antioch	Hemingway	Russell & Co.	Quick despatch.
San Francisco, via Yokohama	City of New York (s)		Pacific Mail S. S. Co.	November 23, at 3 p.m.
San Francisco, via Yokohama	Belgic (s)		O. & O. S. S. Co.	December 2, at 3 p.m.
Shanghai	Pechili (s)	Payne	Jardine, Matheson & Co.	November 15, at 4 p.m.
Shanghai	Hydaspes (s)		P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy	Sarpedon (s)	Chrimes	Butterfield & Swire	November 14.
Shanghai, via Amoy	Orestes (s)	Hutchison	Butterfield & Swire	November 18.
Swatow, Amoy and Taiwanfoo	Formosa (s)	Harris	Douglas Lapraik & Co.	Nov. 14, at daylight.
Swatow, Amoy and Foochow	Haiphong (s)	S. Ashton	Douglas Lapraik & Co.	Nov. 16, at daylight.
Sydney and Melbourne, &c.	Catterthun (s)	Darke	Russell & Co.	November 22, at 4 p.m.
Yokohama and Kobé	Denbighshire (s)	F. Gbuming	Adamson, Bell & Co.	November 16.

SHARE LIST.—QUOTATIONS. NOVEMBER 13, 1886.

Stocks.	Nos. of Shares.	Value.	Paid up.	Position per last Report. Reserve.	Balance c. f'ward	Last Dividend	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$ 4,500,000 For equalisation of div. $ 200,000	$ 111,760.34	£2 div. ½-year to June 30, '86	167 % prem., cash
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 20	£ 50	Tls. 190,000	Tls. 406,132.00	Tls. 20 p. sh. for 1885	Tls. 270 per share
Yangtsze Insurance Company, Ld.	8,000	£ 25	all	£ 50,000	Tls. 3,059.76	3½ % for ½ yr. Dec. 31 1884	Tls. 118 "
Union Insurance Society Co., Ld.	10,000	£ 250	$ 25	$ 575,000	$ 439,039.41	$31 p sh. /84	$68
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 187,524.75	20 % P annum	$68 ex div.
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 183,000	$ 494,406.00	10 % for 1885	$82½ " sales
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$ 28,711.50	$ 2,8[illegible]8 89	6 % for 1885	$180 per share, nominal
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 283,482.55	$ 7.50 for '85	$440 "
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 566,700	$ 228,811.67	$ 6 for 1884	$94 per share, buyers
STEAMBOAT COMPANIES.							
HK. C. and M. Steamboat Co., Ld.	8,000	$ 100	all	$ 180,000	$ 12,8[illegible].74	6 % half year June 30/86	90 % prem.
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 142,370.01	$ 1151.13	8 %	$48 ex div.
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10	...	£ 4,387.5.9	7 % for 1885	par
60,000 shares issued	31,212	£ 10	£ 10				
China and Manila S. S. Co., Ld.	3,500	$ 100	all	...	...	None	25 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	$ 18,000	$ 6,701.43	7 % half year and 2% bonus	$113 % prem., cash
HK. and China Gas Co., Limited.	5,100	£ 10	all	£ 0,177.31	£ 1,527.3.11	10 % and 2 % bonus for '84	$130 per share, buyers
New Shares	1,900	£ 10	£ 7.10				
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$ 100	all	...	$ 1,321.41	$6 half year June 30 1886	$185 per share
China Sugar Company, Limited	9,000	$ 100	all	...	$ 13,451.51	None	$109 per share, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 30,000	$ 1,125.30	$12	$41 per share
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 600.66	$16	$120 "
Luzon Sugar Company, Limited	7,000	$ 100	all	...	$ 1,094.52	3 %	$58 "
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$5 " } nominal
Selangore Tin Mining Co. (S'hai)	2,500	$ 100	all	...	...	None	$1 " } nominal
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	$ 5	...	...	None	$10½ " cash
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	7 %	$52 " sellers
H. & M. Glass Manufacturing Co.	4,000	$ 50	all	...	First year		
A. S. Watson & Co., Limited	3,800	$ 100	all	...	$ 372.95	6½ inter. divd. 6 months	$130, buyers
LOANS.				Rates of Int	Payable.		
Chinese Imperial 1881	8,565	Tl. 500	all	8 %	June 16 & Dec. 16	...	par
" " 1884 A	2790	$ 500	all	8 %	March 15	...	2 % prem.
" " 1884 B	2790	$ 500	all	8 %	June 30	...	7 % prem.
" " 1884 C	3189	$ 500	all	8 %	Oct. 15	...	8 % prem.
Chinese Imp. (Ch. Bank Loan) 1885	2790	$ 500	all	8 %	Jan. 18	...	3 % prem.

A. G. STOKES, *Share Broker.*

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Formosa* leaves for S'tow, &c.
9.30 a.m.—Excursion trip by *Hosam*, to Macao.
Noon.—*Diomed* leaves for London.
Sarpedon leaves for Shanghai, &c.

RELIGIOUS SERVICES:—

UNION CHURCH.—Divine Worship, 11 A.M.—Rev. E. J. Eitel. Service in Chinese, 2 P.M.—Rev. J. Chalmers, M.A., L.L.D.

SEAMEN'S SERVICES.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday evenings at 7.30. All Seamen are invited to attend.

GERMAN BETHESDA CHAPEL.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House, West Point.

ST. JOSEPH'S CHURCH, Garden Road.—9 A.M. Mass and Sermon. 5.30 P.M. Evening Service, Benediction.

ST. PETER'S SEAMEN'S CHURCH, Sailors' Home.—Service every Sunday at 5.45 P.M. Holy Communion at 7.45 A.M. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service every Thursday at 5.30 P.M.

TEMPERANCE HALL, 7.30 P.M.—Undenominational Meeting.

MEMOS. FOR MONDAY.

Shipping.

4 p.m.—*Pechili* leaves for Shanghai.
5 p.m.—*Diamante* leaves for Manila, &c.
Bormida leaves for Marseilles, &c.

DEATH.

At Hankow, on the 4th Nov., FREDERICK, fourth son of the late John Jerdein, Esq., of 24, Porchester Square, London, aged 48.

☞ *The publication of this issue commenced at 7.55 p.m.*

The China Mail.

HONGKONG, SATURDAY, NOVEMBER 13, 1886.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Teviot*, Sept. 17; *Anjuan*, 21; *Salazie*, *Camelot*, 28; *Tilania*, October 12; *Bentedi*, 22; *Glamis Castle*, *Glaucus*, *Deepdale*, 26; *Elektra*, *Melbourne*, *Ulysses*, 29; *Thisbe*, *Chingtu*, Nov. 2; *Anchises*, *Lydia*, *Telartos*, 9.

HOMEWARD BOUND:—*Glenogle*, Oct. 22; *Bellona*, *Kaison*, 29; *Galley of Lorne*, *Port Jackson*, *Prometheus*, Nov. 2; *Glengarry*, *Hector*, *Nestor*, 9.

The next FRENCH MAIL, per the M. M. Co.'s steamer *Ava*, left Saigon on the 10th inst., at noon, and may be expected here on or about Sunday morning, the 14th inst.

THE O. & O. S. S. Co.'s steamship *Belgic*, with the next AMERICAN MAIL (to the 19th ult.) on board, was to leave Yokohama on the 9th instant, and may be expected here on or about the 16th instant.

The S. S. *Hydaspes*, with the next ENGLISH MAIL, left Singapore on Friday, the 12th inst., at 8 a.m., and may be expected here on or about Thursday, the 18th instant. This packet brings replies to letters despatched from Hongkong on September 2nd.

The steamship *Ghazee*, from Glasgow and Liverpool, left Singapore on the 5th instant, and may be expected here on or about the 12th inst.

The S.S. *Denbighshire* left Singapore on the 8th inst., and may be expected here on or about the 14th inst.

The D. D. R. steamer *Iphigenia* left Singapore on the 9th inst., and may be expected here on or about the 16th inst.

The O. S. S. Co.'s steamship *Orestes*, from Liverpool, left Singapore on the 10th inst., and may be expected here on or about the 16th inst.

The Glen Line steamer *Gleneagles*, from London, left Singapore on the 12th inst., and may be expected here on or about the 18th inst.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—21ST SUNDAY AFTER TRINITY.

Matins:—Venite, Alcock; Psalms, Robinson and Dupuis; Te Deum, Monk in G; Jubilate, Hayes; Anthem, 'Jesu, word of God incarnate;' Hymn, 215.

Evensong:—Psalms, Smart & Purcell; Magnificat, Barnby; Nunc Dimittis, Monk; Anthem, 'Thine, O Lord, is the greatness;' Hymn, 197 & 28 (2nd tune).

We have to acknowledge receipt of a pamphlet containing an account of the Shanghai Races issued by the *Shanghai Mercury*. It is well printed, and has been issued with commendable promptitude.

WE understand that hopes are entertained that the Laundry will not, after all, have to be closed, propositions having been made to the old Company, the Hongkong Laundry Co., which may possibly end in a continuation of the concern.

SAYS the *Foochow Echo* of the 6th instant:—A sad accident happened a few day ago at A-too, close by the Recreation Ground. An old iron dealer bought from another a few loaded shells at the rate of $2 a piece with the intention of drawing the charges from them and selling them as old iron. When half of the work had been completed, an assistant, through ignorance, took a hammer and struck the cap of one of the shells, which instantly exploded, killing two men and seriously wounding four others.

OUR Canton correspondent, writes on the 11th inst., as follows:—On Tuesday about noon a fire broke out behind the property of the Wesleyan Mission at Tsang Sha. It being day the people were all about and the fire engines speedily on the spot, so the fire was extinguished before more than one house was burnt. As usual there was looting, but daylight prevented it being carried on to the same extent as when the would-be looters are protected by darkness. One little girl was carried off and one looter managed to carry himself off with an ugly gash in his head.

This fire makes the number nine or ten that have taken place near and around Tsang Sha within the last fortnight.

ON various evenings during the last month or two disturbances have occurred at the Ko Shing theatre, on account of a band of men endeavouring to obtain admission without paying the entrance fee. One of the ringleaders of the gang, Li Achan after being ejected repeatedly returned one night and handed the ticket-seller a letter, which was to the effect that the theatre was well known to be a most abominable one and that it was the intention of a gang of 2,000 men to blow up the place with stink-pots. They refrained from doing this for the present for fear of killing many persons but they gave the manager and his followers warning of the impending danger and told them they were well known to the gang, who if they did not blow up their theatre would have their lives. No notice, we believe, was taken at the time of this letter which was doubtless thought a piece of braggadocio. About the beginning of this week, however, Li A chan returned and emptied, it is said, a night soil bucket over the heads of the ticket-seller, one of the fokhis, and two men negotiating for the purchase of tickets. The Police were called in and Li Achan was arrested. He is now charged with creating a disturbance in the theatre, the prosecution being conducted by Mr Webber. Mr Mitchell-Innes heard evidence to-day and adjourned the case to obtain the opinion of the Government as to the advisibility of banishing Li Achan, who is said to be the head of a faction who are recognised by the way they coil their queue round their head.

HIS Majesty the Mikado was graciously pleased to receive in audience at the Akasaka Palace on the 2nd instant, Vice-Admiral R. Vesey Hamilton, C.B., Commander-in-Chief of the British Squadron on the China and Japan Station. Admiral Hamilton was accompanied by the following officers:—Captain R. H. Harris, Captain L. C. Keppel, Captain M. J. Dunlop, Captain S. H. P. Dacres, Commander Bromley, Lieutenant Leah, Flag-lieutenant Knapton, and Ross Lewin, Chaplain. The Admiral and the officers were presented to His Majesty by H. M. Minister the Hon. Sir Francis Plunkett, K.C.M.G.

THE Swatow correspondent, of the *Amoy Gazette* writing on the 5th instant says:—The a. s. *Rochampton*, which left Hongkong on Tuesday last for Japan, put in here yesterday owing to the dangerous illness of the Captain. The vessel was off the Brothers when her head was turned for this port in order to land Captain Sanderson, who was delirous with fever contracted in Java and Batavia, on former voyages, and from which he has never fully recovered. Mr Kirkwood, the chief officer, who has for many years sailed with Captain Sanderson, has taken charge of the vessel, which left this morning to fulfil her charter,—Japan, Hongkong thence to Australia.

M. CHIARINI and his troupe has had the honour of performing before His Majesty the Emperor in the Imperial Park, Fukiage. The *Japan Mail* gives the following account:—It had been understood for some time that this performance would take place, but it was considerately deferred until the time came for the removal of the Circus from Kanda, where it had been drawing large audiences for two months, to Taujiki. By this device any interruption of the usual public performances was avoided. The tents were spread in the spacious manége of the Park, the only change in the arrangement of the interior being that a lofty rostrum was erected at one end of the principal tent for the accommodation of the Imperial Court. By His Majesty's command cards of invitation were issued to a large number of officials and officers of the army and navy, to the foreign employés of the Government, and to a few other persons. The general body of those invited had taken their places by 6.15 p.m., and at 6.30 punctually Their Majesties the Emperor and Empress, attended by Their Imperial Highnesses Prince and Princess Arisugawa, His Excellency the Minister President of State and Countess Ito, and by some other distinguished personages, entered the Imperial box. There were a considerable number of Japanese ladies present, and all—with the exception of a few ladies in waiting who wore the usual Court costume—were dressed in European style. The Empress was attired in a robe and mantle of black silk, the uniformity of her toilette being relieved only by a white ostrich feather in her hat. The costume became her admirably, and the grace and dignity with which she carried it were the subject of universal remark. The Emperor wore the undress uniform of the Imperial Guard, the only decoration on his breast being the star of the Chrysanthemum. In short, with the exception of the little group of ladies whose scarlet *hakama* furnished a bright point of colour, it would have been impossible for a casual visitor to guess that the scene before him was not European. Of the performance itself it is scarcely necessary to speak. The whole troupe exerted themselves to the utmost, and their efforts were again and again greeted with rounds of applause. Their Impesal Majesties were evidently interested in several of the feats, though they preserved throughtout much of the unbending reserve prescribed by the traditional etquiette of Japanese Imperialism.

THE following movements of H.B.M.'s men-of-war on the station are recorded in our contemporaries:—

The corvette *Champion*, Capt. Powlett, from Chefoo, and the gunboats *Merlin*, Lieut.-Commander Maturin, and *Firebrand*, Commander D. L. Dickson, from Chemulpo, arrived at Shanghai on the 10th instant; and the *Sapphire* left Shanghai on the same day for Port Hamilton to disembark the marines which she had on board. The *Audacious* was to leave Yokohama for Yokosuka on Saturday, the 6th instant; the *Swift*, *Leander* and *Comtance* were to leave for Kobe on Mond[illegible] and the *Cleopatra* is [illegible] in Yokohama for the next two or thr[illegible]onths.

ABOUT 8 p.m. on Thursday the 6th instant, another fire broke out at the head of the long bridge at the Foochow, and 700 shops were destroyed. The *Echo* hears fourteen lives were lost.

COREANS seem to be addicted to forgery. The following Despatch from the Corean Minister of Foreign Affairs to the Representatives of all Nations, has been circulated:—

'I, Kim, Minister of Foreign Affairs to the Corean Government, do hereby give notice that there are dishonest Coreans who make false contracts, and forge the seals of our Government to deceive foreigners. I, having been aware of this, have already notified all the Foreign Ministers, two years ago, that in future all contracts between foreigners and Coreans, whether public or private, must bear the seal of the Foreign Office, or else they would be considered null and void. Recently, it was rumoured that Kim Yuk Qum had taken some of the Government contracts to Japan, so attempts were made to obtain and bring them back to Corea. These contracts have since been examined by me, and other Ministers, and we have found them to be quite false. The matter was reported to our King, who was exceedingly sorry, and ordered me to again notify the honoured Ministers of all the Nations, that hereafter any contract, not bearing the seal of the Foreign Office, must be considered invalid.'

Dated the 6th day, 8th moon, 12th year of Kwang Hsü.

THE *Foochow Echo* of the 6th instant says:—We regret to have to report the destruction by fire of the Gymnase Theatre on Wednesday last. The fire broke out in the early part of the afternoon, and the whole place was soon ablaze. The premises, with contents, were insured in the China Fire Insurance Co. and their engine was despatched to the scene, as soon as the alarm was given, but too late to be of any material service, as the flames spread rapidly and soon devoured the entire building, spreading to the Racquet Court and destroying the Verandahs and dressing rooms. Nothing was saved from the Theatre, which contained private effects lent for the performance (which was to have taken place last evening), besides theatrical properties. On Thursday an official enquiry was made as to the origin of the outbreak, at the Consulate, but owing to the contradictory evidence of the Chinese witnesses, no satisfactory result was arrived at, but there can be no doubt that precaution against fire had been taken, and that the occurrence was purely accidental. The full amount insured, $2,000, has been recovered, but we are afraid it will hardly suffice to replace the original stage and scenery.

'FRAGRANT WATERS' MURMUR

That although Sir George Bowen's absence from the Colony is really Hongkong's gain, not loss, yet what the public protest against is that he should be repeating his old tricks of being absent from, instead of present at, his post as much as possible, and thereby drawing unearned pay.

That in the interest of good governing it is to be hoped that Hongkong has seen the last of Sir George Bowen, than whom a more pompous, egotistical, inflated old croaker never held the reins of local power.

That his coming here at first was such a decided relief from the crookedness of his predecessor, Sir John Pope Hennessy, that people for some little time were contented to tolerate the old gentleman's manifest shortcomings, but that the limit of public patience was ultimately reached, and when he went Home for his *not* well-earned holiday, it was sincerely hoped that Hongkong had seen the last of him.

That as the wheels of government cannot go at full swing with a *locum tenens*, the desire of the unofficial members to know what is to be done with the Governorship is easily understood.

That the unofficial members, on behalf of the community, should themselves inquire by telegraph what we may expect from the Colonial Office.

That while I should hesitate to endorse Mr MacEwen's description of this Colony as an important one from the point of view of its gubernatorial duties (which are chiefly municipal), yet it is a government of sufficient importance—and has a big enough salary attached to it—to entitle us to a really able man and one equal to all emergencies that may arise.

That Mr Marsh has fulfilled the conditions of acting governorship or temporary administration with much wisdom, discretion, and judgment, and that the ablest governor in the world could not well do more.

That Mr Marsh has now been with us in the capacities of Colonial Secretary and occasional Administrator for several years, and if the close of his official career be marked here by any sort of demonstration, the expression of the public feeling will most certainly be hearty and spontaneous.

That Mr Marsh is pre-eminently an honest, straightforward official, whose character and actions are a silent protest against the crookedness and 'all-talk' which characterised the respective reigns of Sir John Pope Hennessy and Sir George Bowen.

That Mr MacEwen continues, by his vigilance and his intelligent persistence in looking into matters for himself, to serve the community most satisfactorily, and that he is being supported by his colleagues.

That discussion of the Girls' Protection Bill cannot but be beneficial, as all honest men, if not in the same boat, are aiming to reach the same much-desired destination.

That Government apparently stands in need of the services of a careful Bill-drafter, so that the new laws may not have to be entirely recast in committee.

That the Al Fresco Fete may be considered to have fully come up to all anticipations.

That the omnium gatherum was something remarkable, and that all sorts and conditions of people rubbed shoulders in a manner so delightfully free and easy that even the modern Socialist—that gentleman who has nothing whatever to lose and everything to gain—might have realised his dream of all swimming in the same social boat, and that boat as much his individual property as any one else's.

That the Art Gallery was amusing, but I missed from it the well-known, grand historical picture 'the meeting of Wellington and Blucher!'

That 'eyes that see not' were fully compensated for by 'ears that hear,' and I am much obliged for the pretty fortune told me in the Sibylline Retreat.

That the disguise of 'the Sibyl' was perfect, and her love philters made one feel young again.

That the Burlesque furnished one or two laughable incidents not mentioned in the programme.

That the get-up of Nancy was exceedingly funny, but that the Burlesque itself might have been even a little more local than it was.

That in the matter of 'stalls' it is difficult to ascertain where the feminine conscience begins and where it ends, but the depths of one's pockets become an ascertained quantity.

That the Committee have good reason to feel indebted for so much assistance from the ladies.

That the Honorary Secretary worked like a Trojan in his endeavours to make everything run smoothly, and that every one who lent a hand to the good work may well be congratulated upon the result.

That in spite of General Cameron's manifesto to the Council, I still remain sceptical, and would like to see more than there is yet to be seen.

That the old torpedo-boats are being flashed about the Harbour, but there are as yet no signs of the new ones so long promised.

That the Fire Brigades have proved their efficiency, and it is hoped that the present high standard will be maintained.

That the Sports were a happy thought, and the new uniform of the Acting Superintendent was a sight for the gods.

That when the Surveyor General completes the Praya Extension along the Naval Yard frontage, he ought to obtain a C.M.G.—or get a banquet.

That the scheme of reclaiming from the fore-shore is quite feasible, and that this has already been pointed out by more than one old resident well qualified to offer an opinion on the subject.

That people are beginning to awake to the fact that there is something in the Peak Tramway after all.

BROWNIE.

THE AL-FRESCO FETE.

The open-air fête in the Public Garden last night will be acknowledged by the thousands who visited the place as probably the most successful and enjoyable demonstration that has been made in Hongkong. There was perhaps a little less of the glaring fireworks element than at former fêtes, but the objects of interest to be seen were more numerous and the amusements more varied. One grand characteristic, too, of last night's demonstration was the order that everywhere prevailed among a vast crowd of almost all nations and tongues. The arrangements from the first must have been well planned, and they were carried out in a manner which reduced friction and all inconveniences to a minimum. The order at the doors, from all but one of which entrance was to be had, was as near perfection as could be expected. There seemed to be no scrambling and pushing, and we believe by the precautions they took the Police allowed very few if any to enter in the way thieves and robbers are said to get into the sheep fold. In the evening the crowd of Chinese did not seem quite so dense as at the previous fête, but the earlier hour of opening allowed numbers to come and go before the evening crush.

Of the object for which the fête was held very little need now be said, a full description having been given on the occasion of the laying of the foundation stone of the Alice Memorial Hospital building. The Hospital is a new departure in the way of reaching the natives and bettering their lot, and if through its instrumentality not only the sufferings of a few poor people are alleviated but a knowledge of European practice is inculcated to native students, more far-reaching beneficent results than are yet dreamt of may be attained.

But without further preface we will pass round the ground and note as fully as possible the striking objects that meet the eye. Entering by the lower western gate the first thing that attracts attention is the lighting up of the grounds. This was accomplished by strings of Japanese and Chinese paper lanterns attached to the trees all round the walks. In the centre the four gas-lamps shed a bright steady light across a large part of the grounds; and up above all the tiny lamps the full moon 'poured down her silvery beams' and dimmed the refulgence and glare of the artificial lights. The first object that the eye rests on after mounting the steps is a huge scaffold-like erection which gives one an idea that some hundred criminals are to be strung and that the whole demonstration consists in rejoicing over the event. And here, though scarcely in order as to time, it may be fitting to say a few words about the burning pagodas and other fire constructions that were really dropped from the scaffold. The fire-works had not perhaps the quantity of spluttering glare which the Chinese like to see, and some of them thought that in this respect the fête was behind the one of last year. Then there were two works firing away from different ends of the Garden, and there was not such a long interval as last night between the flare-ups. But the show was nevertheless a good one and feasted the eyes of the dense crowd of celestials that collected in the lower terraces when the blazing began.

On the lowermost terrace is the largest structure on the ground, which was fitted up for a European theatre; and to Europeans, the performance there formed doubtless one of the chief attractions of the fête. The proof of this is found in the large number who crowded the building. Sitting accommodation had been provided for about 400, but some time before the curtain was raised every seat was occupied and the side passages were well filled. And it says much both for the piece itself and the manner in which it was acted that even those who were compelled to stand remained to the end and seemed to enjoy themselves thoroughly.

The piece produced was a short burlesque, entitled 'Butter-cup Bower,' specially written for the occasion by a leading member of the local dramatic society, or, as the advertisement facetiously puts it by our local Burnand. The story hinges on the loves of *Nancy Buttercup*, a village beauty, and *William Sweet*, a virtuous rustic who has won her affections. *Lord Peveril* (of the Peak) seeks to oust *Sweet William*, from his position as lover, and is not over scrupulously minded as to how he attains his object. *Nancy* treats him scornfully, and while the noble Lord is puzzling his brains as to how *William* is to be got rid of, a benevolent ruffian named *Beach Comber* introduces himself and suggests a way out of the difficulty. *William* is first decoyed by means of a bogus telegram purporting to come from his father, to give *Lord Peveril* an opportunity to press his suit with *Nancy*, and *Beach Comber* plans to have William carried off by the press gang. While *William* is away and the schemers are awaiting their opportunity, *Beach Comber's* presence near her home arouses *Nan's* suspicions, and she encourages that gentleman's attentions to herself with the view of circumventing him. In order to deceive *Lord Peveril*, *Beach Comber* is induced to array himself in *William's* garments, and just at that moment the press gang rush on the scene and carry him off. *Lord Peveril* and others of the gang are about to abduct *Nan* also, when *William* unexpectedly returns to his love and rescues her. Ultimately all are reconciled, and *William* stands treat all round. Though the libretto cannot be described as brilliant or sparkling, there are one or two clever expressions in it; it tells the story consecutively and concisely, and one or two good songs are introduced. There were also some clever topical allusions, in which the Sanitary Board and the Post Office came in for a little mild banter. These were well received and caused considerable merriment.

As we have already said, the piece was well performed. Individually and collectively the actors acquitted themselves admirably, and carried on the spirit of burlesque throughout. Where all was excellent, it is scarcely necessary to draw special attention to any one, but we cannot help remarking that Mr Whittall, as *Nancy Buttercup*, had the most difficult part to fill and played it in a way that is worthy of all praise. The piece was excellently well staged considering the circumstances. At the conclusion of the performance the whole company were called before the curtain and cries for the author also brought forward Captain Bunbury, who was heartily applauded. Mr G. Grimble presided at the pianoforte, playing the overture and accompanying the songs.

The following is the Dramatis Personæ:—

Lord Peveril (of the Peak)	C. H. Grace.
Beach Comber, Esq.	Capt. Bunbury.
Pluto Penzance, Peter Penzance,	Capt. Rumsey, R. N. G. Mitchell-Innes.
William Sweet	H. M. Thomsett.
Nancy Buttercup	J. Whittall.

The Burlesque will be performed again to-night, commencing at 9.15.

Ascending to the Fountain Terrace we reach what may be considered the centre or heart of the fête, the entrance to which is surmounted by an arch with lanterns depending from it, each of which bears one of the letters of the words 'Alice Memorial.' Round the fountain, stalls for the sale of fancy goods, dairy produce, flowers and refreshments were arrayed. The first stall on the left was Mrs Chalmers' fancy stall, laid out with a valuable collection of useful and fancy goods which seemed to find a ready sale to European and Chinese purchasers. The Chinese seemed particularly taken with the objects exposed, and at some parts of the evening it was difficult to get near the stall for the crowd of spectacled Chinese fanciers. Mrs Chalmers was assisted in her work by Miss Chalmers, Miss Johnstone, Miss Rowe, Mrs Bateson-Wright and Mrs Crawford. Next to her stall was Mrs Manson's dairy stall, where a tempting array of products not easy to get in Hongkong, were laid out, and seemed to be widely appreciated. The table was artistically arranged so as to afford a pleasure to the eye when sipping the milk or enjoying the delicacy of strawberries and cream. The stall-holders were nattily dressed in harmony with their surroundings, as charming milk-maids. Mrs Manson was assisted by Miss Sutton and Miss Royal. At the back of the fountain facing the steps leading to the upper terrace was a large stall for fancy goods of all kinds—Japanese and Chinese curios and English goods. A part of this stock was, we believe, kindly given by Mr R. M. Jameson, B.A., the master of the Anglo-Chinese school at West Point, as a contribution from his pupils. The stall was presided over by Mrs Jameson, Mrs R. Cooke and Miss Croisdale. On the east-side of the fountain was a stall for temperance refreshments where a good cup of tea or coffee might be had. The table was served by Mrs and the Misses Withers, miss Herbert, Miss Hopkin and Miss Thomsett. Next to their stall was the entrance to a collection of works of art, which certainly is one of the best we have seen for many a day. The works are mostly by local artists, and show that there is a great future in store for Hongkong as the home of art. We must say that we stood in mute amazement at the Hon. P. Ryrie's exquisite sketch entitled 'Charge of the Light Brigade.' And so with all the others of which we can now only mention a few. The Hon. Thos. Jackson's 'Degenerate days' was a touching picture, the subduing effect of which was only relieved by a glance of 'Sweet Seventeen.' The Hon. Mr Lister's portrait of Her Majesty was exact, although the setting might have been improved. Fournier's 'Sweet memories of childhood' makes one young again to look at it, but the impression is dispelled when we look at Mr T. Glass's master piece 'A Reflection.' Mr D. Gillies's work 'The Hongkong Dock' is a study to be cherished like an old family picture and then handed down to one's heirs. Mr E. Beart's 'A Hongkong Hamlet' is an attractive picture and a striking product of the author. 'Unstrung' by Mr W. Brewer will play a part we are sure in the history of the world, and Mr J. Walter's 'A great local magnate,' is at least worth $500 cash down. The limit of our space will not permit us to dwell individually on the other works. Suffice it to say that they are all master pieces. Mr A. S. Cohen's 'Heavy Weights,' Mr G. Sharp's 'The Light of other days,' Mr R. Lang's 'The Needles,' and Mr J. Whittall's 'Pierced through the heart'—a very touching picture—are productions that will be handed down with pride to future generations. It is but right to mention the name of the famous connoisseur who has gathered together such a collection—Mr Hugh McCallum, who also did yeoman service in another direction. Mr McCallum was assisted by a few goddesses of Art, in whom we recognised Mrs Hooper, the Misses Crawford, Miss Crown and Miss Lammert. The idea of forming the collection was suggested by a lady, and it has been well carried out by Mr McCallum. Coming out of the Art Gallery we find on our left hand side a flower stall with an enticing array of Nature's best art products. This stall was under the care of Mrs Bell-Irving, Mrs A. G. Wise and Miss E. da Thomsett.

In front of the temple of art the band of the Northamptonshire took their stand and from 10 to 11 o'clock enlivened the proceedings with some sprightly airs. Passing from the west end of the terrace to the east end we come to the refreshment bar which stretched along the whole breadth of the terrace. Between the bar and the stalls in the centre of the terrace was an open space where for 10 cents extra a seat might be had at the side of small tables and one might 'refresh' leisurely 'away from the madding crowd.' Checks for the drinks were to be bought from a small box-office at the side of the structure, where Mr McCallum, assisted by Mr E. D. Shepherd and Mr F. Shepherd, superintended the work. Quite close to the bar at the lower end of the terrace was the entrance to a magic lantern exhibition. We squeezed our way into this show for the modest sum of 10 cents, and after seeing a few rats devoured, left, as the crowd was rather dense to enjoy the scenery with comfort. A clearance of the room every half hour would have been an improvement, as we are afraid some of the Celestial admirers of the scenery seemed bent on having more than their money's worth and were loath to leave the place after having seen the pictures twice or thrice. The lantern and arrangements for this show were under the charge of Mr Wai Yuk, compradore to the Chartered Mercantile Bank.

Taking a side walk at the eastern end and proceeding up the Garden we come upon Miss Sally, who was ably chaperoned by Mr W. Scott. We found her graces had drawn round her a large number of suitors, who were competing for her favours by trying to extinguish a lighted taper which she held coquettishly in her mouth. At the side of Aunt Sally the Chinese Marionettes were performing. We stood for some time admiring the novel antics of the midget players, without however being greatly edified as to the nature of the story they were picturing forth. In act we cannot say which of the pieces, 'The Flower Spray,' 'Cheung Sam and his wife' or 'Allan the pigseller' was being represented at the time. Passing along westward we came, in the centre of this upper terrace, on the Chinese theatre where much-bepainted kings and queens and councillors were, it seemed, unfolding the destinies of the empire. Here also were to be seen the contortions of the jugglers and tumblers who seemed capable of putting their bodies into any shape they wished, recalling almost the fairy tales of childhood. Further west still Mr G. H. Swales was driving a roaring trade at his shooting gallery.

Leaving Mr Swales in the smoke of his guns, we crept up a side walk to the Sibyl's Grotto, a pleasant cave formed out of the old band stand. In the Sibyl we recognised the countenance of Mrs Brooke, considerably changed and with a weird look that bespoke acquaintance with the dark secrets of life. A number of blushing maidens were being told that they would marry young, lead happy lives, be good house-keepers and affectionate companions and so forth, till we were almost tempted to make an offer of marriage to half a dozen straight off. However, fortunes were not all equally good, and we were told such a story of disappointed love and heart-stirring adventures that we purchased right off nearly one half of the stock of love philters, which we found on trial to contain a remedy for all our griefs.

Leaving the grotto our ears were filled with a strange mixture of all the screeching roaring sounds conceivable. We found that we were not far from the Chinese band under the leadership of Inspector Quincey. We cannot say exactly which tune was being played at the time, but we think there must have been some mistake in the programme and instead of the 'King of Heaven ascending his throne' the music was intended for an accompaniment to a procession in the opposite direction. However the bandsmen were working away lustily, and the performance, if we could only have appreciated it, did credit to the training of Mr Quincey, to whom Mr Stewart-Lockhart entrusted the management of most of the Chinese performances. From the band we passed up to the arena where the great Manchurian lion was amusing a vast crowd of Easterns with his drolleries and savageries. Unfortunately the lion was rather tired by the time we reached his grounds and we saw little of his tricks. Two strange animals, however, of the form of turkeys took his place and kept up the merriment for some time. Just below this show were Chinese refreshment rooms which were admirably conducted. The tables were spread with clean cloths and the eatables and drinkables were laid out with a taste that a fastidious European might not find fault with.

Such is a rough idea of the bill of fare that was presented last night and will be presented again to-night. It is sufficiently varied to meet nearly all tastes, and the various items have been so happily introduced and so well arranged that there is scarcely any drawback to the enjoyment that is to be had from the numerous attractions in all corners of the Gardens. This admirable arrangement is largely the work of the Hon. Secretary, Mr J. H. Stewart Lockhart, whose wide knowledge of the Chinese and his experience in the management of such demonstrations has enabled him to scheme and carry out the varied attractions for the varied people that thronged the Garden. He was ably helped in his work by the following gentlemen who formed the several sub-committees on whom the working out of the details of various sections devolved—Capt. Bunbury, R.A.; Messrs C. Ford, C. H. Grace, H. McCallum, Commander Rumsey, R.N.; A. Turner, Dr Ho K'ai, Wai Yuk, Ch'an Kwan-i, Ch'an Shu-shan, Leung On, Li Tak-Ch'eung, Lo Hok-p'ang Ng Ping-un, Tseung Sz-kai.

In the organisation and carrying out of the work which fell to the ladies—probably three-fourths of the entire labour of the Fête—perhaps the principal moving spirit was Mrs Marsh. From the first her popularity rapidly gave the idea a definite shape, and during the last few days her instructions and suggestions and advice have gone far towards securing the success now so happily achieved.

The Stewards were—Commodore Morant, R.N.; Hon. F. Stewart; Hon. A. Lister; Hon. E. J. Ackroyd; Hon. J. M. Price; Hon. H. G. Thomsett, R.N.; Hon. J. Bell-Irving; Hon. A. P. McEwen; Hon. Wong Shing; Colonel Anderson; Dr Fisher, R.N.; Dr Hartigan; Dr Jordan; Dr Manson; Dr Young; Dr Chalmers; Messrs A. G. Romano, H. Hoppius, M. Grote, H. N. Mody, and C. P. Chater.

Not a little praise is due also to the police, under the command of Inspectors Perry and Baker, who maintained good order on the roads leading to the Garden and in the Garden itself. They were assisted by a small company of soldiers who lined the Peak road leading to the South, West entrance of the Garden, which was closed.

It would be impossible to estimate the number of people in the Garden at one time and as equally impossible to single out the more prominent citizens. In fact the World and the World's wife were there. In the crowd, however, we noticed His Excellency, Mr Marsh, accompanied by Mrs Marsh, Sir George Phillippo and Lady Phillippo, and all the honourable members of the Council.

We believe the money turned over reached a pretty large sum. Over $1000 were, we hear, collected in cash, independent of I.O.U.'s, the entrance fees, and the returns from Mrs Chalmers' stall and the theatre; and doubtless this sum will be swelled to a much larger amount to night.

THE VICTORIA LAUNDRY CO., LIMITED.

A special meeting of the shareholders of the Victoria Steam Laundry Co., Limited, was held this afternoon for the purpose of receiving a Report of the Company's working, to decide on the measures to be adopted in the dispute with the Hongkong Steam Laundry Company, Limited, and to make such arrangements as may be deemed necessary for the future of the Company. Those present were:—Captain G. C. Anderson (Chairman), and Mr R. Fraser-Smith, Directors, Messrs D. R. Crawford, A. E. Vaucher, W. Legge, A. Johnston, D. McCulloch, E. L. Woodin and R. C. Hurley (Secretary.)

The Secretary having read the notice calling the meeting,

The Chairman said:—Gentlemen,—To save time I will ask you to consider the Report which has been submitted to the Shareholders as read.

Mr Legge—You will?

Mr Crawford—I only received my copy this morning.

The Secretary—They were all posted yesterday.

Mr Legge—We will not accept it as read.

The Chairman—We can read it, but it will save time.

It was afterwards agreed to take it as read.

The Chairman, continuing, said—There is very little to add to it, and it is with much regret that your Directors have come to the conclusion that under present circumstances it is useless to try to carry on the concern. The audited statement before you will show how we stand; and the opinion and advice of your Directors is—that a Special Resolution should be passed at this Meeting authorizing us to wind up the Company's affairs. This will be the most advantageous course for all concerned. If the other Company refuse to take what we can give them, then there remains official Liquidation, by which they will get less. We have been brought to our present position solely through their breach of contract, and to us it appears very extraordinary how the arbitrators could have practically admitted that our contention was correct, and yet only awarded us the small sum of $300 for the loss of a whole season's business, which would have made all the difference to us; but in saying so we desire to place on record our high appreciation of the efforts of the two gentlemen who undertook to arbitrate the matter, and regret on public grounds to differ from their conclusion. However, as further proceedings will only be a waste of money, we propose, with your sanction, to pay all our creditors and the claims of the other Company as far as possible, and close up the business. We are here now to be guided by the will of the shareholders and will do our best to satisfy any enquiries that may be made.

Mr McCulloch—I suppose the meaning of that is that the Company is bankrupt.

The Chairman—We are practically bankrupt.

Mr Crawford—You are solvent according to the accounts; you have enough to pay the debts but not to pay back the shareholders.

Mr Legge—Before we enter into the question of accounts, if anybody wishes to do so, I think it is only right that I on my own behalf and on behalf of the Directors of the Hongkong Steam Laundry Co., should made a few remarks upon paragraph 2 of the report. Paragraph 2 states:—

'The Directors desire to impress on the shareholders that the losses sustained are not owing to any lack of support on the part either of the Hongkong community or of the shipping, but solely in consequence of the Hongkong Steam Laundry Co. Limited, having failed to provide the extra machinery in accordance with the terms of the original agreement.'

—That is a statement which I would not have referred to, had it not been taken by the Directors of the Victoria Laundry Co. on their own shoulders. Now I am quite aware that this is a statement which has emanated from and is entirely directed by our worthy joint secretary, Mr Hurley, and I have not the slightest doubt that you, gentlemen, have been taken in as much as I and others have been taken in. The statement is a statement and nothing but a statement. It is a statement which went before arbitrators and which the arbitrators considered carefully, and it is throwing a reproach upon the Directors of the Hongkong Steam Laundry Co. which they do not deserve to bear. With regard to the accounts I have nothing to say, but I cannot help asking with reference to this paragraph whether you or Mr Fraser-Smith of your own knowledge are prepared to endorse these remarks.

Mr Fraser-Smith—Gentlemen, I will, in the first place, acknowledge that Mr Legge has addressed you with moderation and in a common-sense manner. With regard to the paragraph to which he objects I will only say this that I for one would never have been associated with this company either as a shareholder or as a director had it not been for the agreement under which we were promised this extra machinery. I had personally gone into the working of the Hongkong Steam Laundry Co. during its existence, and I had come to the conclusion, which I placed in print, that as it was then constituted it was utterly impossible it could pay. On the representations of Mr Hurley—who, I presume, is the man of most experience in the laundry business—I became associated with this concern, his representations being to the effect that with extra machinery the laundry, instead of losing, would be a successful paying concern. I can only say that Captain Anderson and myself hold that opinion at the present moment, not from our own personal experience, because we have had our information from, and been throughout naturally guided by, the gentleman who was appointed as Secretary of the Company. At the same time, I think myself that it would have been very much more satisfactory to all concerned if this machinery had been put up and we had been allowed a fair trial of it in accordance with the terms of the contract. Had that been done there would have been no cause for argument or controversy to-day. If we had had it we would have been responsible to the Hongkong Laundry, and I don't think we would have shirked the responsibility. I am perfectly certain this paragraph in the report conveys to the shareholders Captain Anderson's opinion and mine on the facts or rather statements supplied to us by the present manager, who is best qualified to give us information. There is nothing here intended to be offensive either to the directors or shareholders of the Hongkong Steam Laundry Co. We have all entered into this undertaking for the purpose of trying to induce a successful enterprise. After nine months working we have seen that it is an absolute and utter failure, and I may state here what I stated 10 months ago that unless this new machinery would turn out what was stated the whole thing would collapse. I think Captain Anderson will bear me out in stating that it is utterly impossible we can go on unless this machinery would answer the expectations formed of it. I have not the slightest doubt his statements were *bona fide* and well meant. As you know, gentlemen, the whole thing has collapsed. We are not bankrupt, but we are on the brink. We have practically finished, and cannot go on longer without becoming more deeply involved. And I move that operations be suspended. I think I am justified in the public interest in proposing that you should appoint a committee to finish the business. We owe some debts, and we owe the Hongkong Laundry a certain amount for rent and stocks, and we propose to hand over the balance of stores and we propose to pay the rent as far as we can. I don't think we can make any fairer proposals. We applied to the Directors of the Hongkong Laundry, they felt for us in our position and are inclined to meet us half way. At the last meeting there was some little legal trouble. As you are aware they attempted to have the award made a rule of the Court and they failed, and there the matter has practically ended. We don't wish to spend any more money in that way. I think, gentlemen, you will see the advisability of joining with us in amicably giving the Victoria Laundry Co. a decent funeral. We shall be glad to answer any questions as far as we can regarding the details of the concern. Captain Anderson and myself are perfectly willing to stand any responsibility we have incurred.

Mr Legge asked Mr Fraser-Smith to also put some of his remarks in the form of a proposition.

Mr Fraser-Smith then proposed that they close up the Victoria Steam Laundry Co. from this date, that they hand over to the Hongkong Steam Laundry Co. the premises, machinery, stores, fixtures and effects.

Mr McCulloch asked if they could do that legally.

Mr Crawford said that if there was not sufficient to pay all their creditors, the stores must be retained for the benefit of all.

Mr Fraser-Smith said the other creditors were paid in full, and he thought the old company would be paid in full. There might be a hundred dollars one way or the other. He also stated, in reply to Mr Crawford, that the old company were willing to accept this offer.

Mr Legge seconded the motion.

Mr McCulloch said he had noticed the Directors always blamed the old company for not giving them the extra machinery. What steps had they themselves taken to insist upon getting the machinery?

Mr Fraser-Smith said they had taken the most forcible steps they could think of. They had refused to pay their rent and made repeated applications.

Mr Legge advised Mr Fraser-Smith to be careful, as he was not speaking of his own knowledge.

Some discussion then ensued as to when the first application was made, but the point was voted as not worth arguing about.

Mr Crawford asked if the Directors were still of opinion that if they had the extra machinery they could make the concern pay now. He did not ask for the sake of himself, but in the interests of the public.

Mr Fraser-Smith—You must understand that Captain Anderson and myself are not able to speak from personal experience of what the extra machinery would do, but if the statements that are laid before us by Mr Hurley, our Manager, who ought to know, are correct, in my own mind, I have not the slightest doubt that with this extra machinery the thing would pay. Mr Hurley puts it in a very plain way. If four machines do 60,000, and six would do 30,000 more at the same expense, that would give a handsome profit.

Mr Crawford—Would they do so?

Mr Vaucher—And would there be the same expense?

Mr Fraser-Smith—I am told they would do so at the same expense.

Mr Woodin—We could not make it pay, when we had 79,000, and the capacity of the machinery was 140,000 according to the manufacturers' statement. If you can make it pay with 60,000, we ought to have made it pay with 79,000.

Mr Fraser-Smith—We don't know what the manufacturers' figures amount to. They are evidently very misleading, and we have washed far more than was ever washed by the old company, and we could never make it pay.

Mr Legge—You force me to get on my feet. You never have washed more than the old company; you have never washed up to within 20,000 of what ought reasonably to be expected, nor within 15,000 of what your worthy and unscrupulous Secretary stated in this room, when he said you could easily do 90,000. I have got a memory, and there are also newspapers with the report. I consider the conduct and misleading guidance of the gentleman whom we have had for a Secretary to both companies has led to a great deal of the trouble and worry and the mix-up we are now in. I believed that his statements and figures might be relied on until I found that they could not be relied on. Month after month we were losing $300, and when we complained, it was; 'Oh! let me have another three months, and it will be all right.' Three months, six months and then nine months, and still it was the same. I make the direct charge of either gross mismanagement or intentional misrepresentation to the directors of both companies. I think the result of the laundry company bears me out in everything I have said.

Mr Hurley—For the last 22 months, now, I have only been absent from the business of the Laundry one day, and during that time I have done everything I could. I have organised the whole system of books, the whole system of marking, and the property books of the concern are kept by me. I have devoted every moment of my time to study the developement of the concern. With regard to the statement Mr Legge has made of making misleading statements, every report I have made is in black and white, and those reports I stand by. When I made the report that the Laundry could wash so many pieces I took the figures for the two busiest months of last year and the two busiest months of this year, and then I divided the total by four, and that gave me an average, with five days overtime, of 70,000 a month, without overtime of 60,000. I have taken great care with my figures and with the register books there can be no possibility of mistake. Both Mr Smith and Mr Anderson will say there can be no chance of mistake with these books. Therefore I must say that more care could not have been taken to get up what I considered the true result of the working, and the true result is, without overtime, 60,000 pieces a month.

Mr Hurley was proceeding to deal with what might be done with six machines, when Mr McCulloch said he thought it was needless to continue the discussion.

Mr Fraser-Smith's proposition was then put to the meeting and carried unanimously.

Mr Legge then proposed that all the uncollected bills be made out at once by the Secretary, and sent either to him or some other person in the room for collection.

Mr Hurley said he did not see how that was possible.

Mr Legge—With all due deference to you, I move my proposition. I will undertake to collect the bills.

Mr McCulloch seconded the proposal.

Mr Fraser-Smith said he agreed with the principle of Mr Legge's proposition, and both the Directors and Mr Hurley too, no doubt, would be glad to be relieved of the responsibility, but there was the difficulty of how they were to pay the work-people their wages.

Mr McCulloch asked how much was due as wages.

Mr Hurley said he believed there were between $800 and $900 due. Some of the October wages are not paid.

Mr Crawford—If so, why does that not appear in this statement?

Mr Hurley—The only ones I have paid are the ironers. We usually pay on the 15th of the month.

Mr Crawford—I don't want to cause any difficulty, but I want the whole thing clear. Then I understand this account made to the end of October does not show the exact liabilities of the Company on that date. Of course, the working of the days of this month cannot appear. Mr Hurley now says there are part of the wages due for October. That does not appear in this account. I want to know why not.

Mr Hurley—Simply because they have not been paid.

Mr Crawford—Then this is not a true account of the position of the Company. I don't say you have been concealing anything, but you have omitted to show us the true position of the company.

Mr Hurley—We do not make out our wages until the middle of the month. That is how it occurs.

Mr Crawford—Then why not make a supplementary account? You present us with an account and then suddenly it accidentally comes out that there are $800 or $900 due.

Mr Fraser-Smith—I was certainly under the impression that this account showed the true position of the Company on the 21st October including everything. It is news to me, and I can only express my astonishment that an auditor should have passed such a thing.

Mr Vaucher—He only audited what he saw.

Mr Fraser-Smith—If an accountant comes to make up an account it is his business to see to that.

Mr McCulloch—No. It may not have been shown that the wages were due.

Mr Hurley—So far as the assets go, all are included up to the 31st October.

After some further discussion, Mr Crawford said—I thought it an extraordinary proposition that some one else should collect accounts, but after having heard what I have I second it with pleasure.

It was pointed out that it had been already seconded by Mr McCulloch, who, however, withdrew.

Mr Fraser Smith also supported the proposal.

Mr Hurley proposed an amendment, and objected to the proposition, as, in the first place, it appeared to him that Mr Legge was trying to throw a slur upon his way of having done business. He had kept the books for the last nine months and everything had been found correct except with this omission. In the second place, his men were expecting payment and if there was no one to pay them he would be subjected to great trouble and inconvenience. He would undertake, if this were agreed to, to send in a schedule of all the outstanding accounts to Mr Legge by Monday.

Mr Legge—My experience of you is this: that you can twist words just as well as any one I know, and you also twist your figures, and therefore I made the proposition.

Mr Hurley—It is simply a matter of inconvenience.

Mr Legge—Then you have caused us a lot of inconvenience. Now you will have to put up with a little of it yourself.

After a little further discussion, Mr McCulloch said it appeared to him that the meeting had no confidence in Mr Hurley, and that Mr Legge had proposed to take the accounts out of his hands, so that he should have nothing further to do with the money.

Mr Legge's proposition was ultimately carried, and Mr Hurley promised to furnish a list of wages due.

Mr Woodin then proposed that Messrs Crawford and McCulloch be appointed to wind up the company with the Directors.

Mr Crawford said he could not act, as he was leaving for the North shortly.

It was then agreed that Mr McCulloch should be appointed and that he should be authorised to call in the assistance of another.

This was all the business.

Another meeting will be held to confirm the above resolutions ten days' hence.

The following is the Report of the Board of Directors of the Victoria Laundry Co., Limited, presented to the extraordinary meeting of shareholders held in the Hongkong Hotel to-day (13th):—

Gentlemen,—In submitting a statement of accounts of the Company's working up to the 31st October, the Directors have to regret to place before the shareholders such an unsatisfactory result. It will be seen that during the ten months we have been in active operation, the losses amount to $6,832.21, which, however, include the legal and other costs entailed by the formation of the Company. It should also be stated that in computing this deficit, no allowance has been made for any amount due to us by the Hongkong Steam Laundry Co., Limited, for breach of contract.

The Directors desire to impress on the shareholders that the losses sustained are not owing to any lack of support on the part either of the Hongkong community or of the shipping, but solely in consequence of the Hongkong Steam Laundry Co. Limited, having failed to provide the extra machinery in accordance with the terms of the original agreement.

A comparison of our Working Account with that of the Hongkong Steam Laundry Company for a similar period will show a substantial improvement on our side, both as regards the expenses of working and the amount of work done, but no amount of public support and no system of economy in working can possibly make the Laundry a paying concern with the present machinery.

With regard to the suit pending between the two Laundry Companies, the Directors wish it to be thoroughly understood that they have simply acted in defence of the shareholders' rights. From the time legal proceedings were first instituted in July last, no effort has been spared to come to an amicable settlement of the questions at issue, but this has been rendered impossible by the incomprehensible obstructiveness of those acting for the Hongkong Steam Laundry Company. The attempt by the Hongkong Steam Laundry Company to make the Arbitration award a rule of court proved unsuccessful, and your Directors, in accordance with the resolution adopted at our last meeting, now submit future proceedings to your decision.

G. C. Anderson, *Chairman.*

STATEMENT FROM JANUARY 1st, 1886, TO OCTOBER 31st, 1886.

ASSETS.

Accounts Receivable—		
Book debts	2,063.03	
Final calls	75.00	
	2,138.03	
Cash amount in hand		206.33
Coal on hand		84.50
Fixtures		335.10
Hongkong & Shanghai Bank at credit		77.04
Launch *Dhobi*		2,500.00
Stationery on hand		51.95
Stores on hand		1,134.13
Balance		6,839.21
		$13,408.29

LIABILITIES.

Accounts Payable—		
For Charges	$ 821.46	
Stationery	183.00	
Fixtures	121.38	
Coal	1,188.80	
Stores	530.80	
Rates	282.75	
		2,628.19
Capital 1,000 Shares at $15 per share	15,000	
Less unallotted 574 at $15	8,610	
		6,390.00
Hongkong Steam Laundry Coy		3,880.50
Loan Account		500.00
		$13,408.29

WORKING ACCOUNT.

Working Account,—		
Stores Consumed,	$ 977.70	
Stationery ,,	112.10	
Coal ,,	1,383.52	
Accounts Payable,	2,628.19	
		5,102.21
Charges: Formation of Company,	598.50	
Sundry Expenses,	425.13	
		1,023.63
Insurance,		65.20
Rates,		94.25
Rent, H.K. S. L. Coy.,		2,000.00
Salaries,		2,610.00
Wages,		8,069.03
		$18,964.52
Washing		$12,125.31
Balance		6,839.21
		$18,964.52

I have compared the above Statement with the Books and Vouchers at the Company's Office, and certify the same to be correct.

A. O'D. Gourdin, *Auditor.*

Quotations.

Hongkong, *November* 13.

OPIUM—	New Patna, cash,	512½
,,	Old ,, cash,	—
,,	New Benares, cash,	490/92½
,,	Old ,, cash,	—
,,	New Malwa, cash,	520
	Allowance, Taels	16/32
,,	Old Malwa, cash,	540/50
	Allowance, Taels	24/48
,,	Persian, Oily, cash	370/450
	Allowance, Taels	16/32
,,	Persian, Paper tied	400/500
,,	Allowance, Taels	16/32

Exchange.

Hongkong, *November* 13.

On London—	
Bank, Wire,	3/4
,, On demand,	3/4½
,, 30 days' sight,	3/4½
,, 4 months' sight,	3/4½
Credits, 4 ,,	3/4¾
Documentary, 4 months' sight,	3/4⅞
On Paris—	
On demand,	4.20
Credits, 4 months' sight,	4.30
On New York—	
On demand,	81¼
Credits, 60 days' sight,	82½
On Bombay—	
Wire,	223¾
On demand,	224¼
On Calcutta—	
Wire,	223¾
On demand,	224¼
On Shanghai—	
On demand,	71¾
30 days' sight,	72½
Gold Leaf, 100 fine	31.35
Sovereigns,	$5.85

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

Barometer—	9 A.M.	30.210
Do.	1 P.M.	30.130
Do.	4 P.M.	—
Thermometer—	9 A.M.	71
Do.	1 P.M.	74
Do.	4 P.M.	—
Do. (Wet bulb)	9 A.M.	65
Do. Do.	1 P.M.	65
Do. Do.	4 P.M.	—
Do. Maximum		74
Do. Minimum over night		60

CHINA COAST METEOROLOGICAL REGISTER.

November 12.—At 4 P.M.

Station.	Barometer reduced to 32°	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hours.
Manila	29.88	80	90	E	1	o r	—
Haiphong	29.89	76	[illegible]	E	1	b	
Hongkong	30.10	72	64	NNE	3	b	
Amoy	30.13	78	46	NE	3	b	
Foochow							
Shanghai	30.30	59	82	NNE	3	c	
Nagasaki	30.21	60	64	E	2	b	
Wl'ostock	30.16	38	[illegible]	[illegible]	[illegible]	[illegible]	

November 13.—At 11 A.M.

Station.	Barometer reduced to 32°	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hours.
Manila	29.90	87	72	SSE	1	b	
Haiphong	30.00	73	77	[illegible]	[illegible]	o	
Hongkong	30.21	72	58	E	2	b	
Amoy	30.22	71	69	NE	3	b	
Foochow							
Shanghai	30.28	57	86	NE	3	b	
Nagasaki	30.16	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Wl'ostock	30.06	45	[illegible]	[illegible]	[illegible]	[illegible]	

The barometer has risen in Tonquin and gradients for N.E. winds continue rather steep. The temperature and humidity are moderate and the weather fine.

W. Doberck, *Government Astronomer.*

Hongkong Observatory, November 13.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather. b blue sky, c detached clouds, d drizzling, rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, e dew (wet).
7. Rain, in inches, tenths and hundredths.

SUN AND TIDE TABLE FOR HONGKONG.

(From *The Hongkong Almanack.*)

November.

Day of Month.	High Water. Morn. H. M.	High Water. Aft. H. M.	Sun. Rises. H. M.	Sun. Sets. H. M.
14	11.29	9.57	6.14	5.16
15	0.21a	10.33	6.14	5.16
16	1.22a	11.15	6.15	5.15
17		2.41	6.15	5.15
18	0.6	3.46	6.15	5.15
19	1.32	4.38	6.16	5.15

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt Flats: 3 hrs. 30 mins.; at Shameen: 3 hrs. 45 mins.

Moon.—Full Moon, 12d. 2h. 43m. morning.

Canton.

(From N.-C. D. News' Correspondent.)

3rd November.

I am informed that the little trouble about the French Cathedral has been satisfactorily arranged. The Cathedral is built on the site once occupied by Viceroy Yeh's Yamên and many Chinese think they have as much right to the ground as the French missionaries, and from this the foreigners and Chinese who worship there are constantly subjected to annoyance when going or returning.

The authorities are still praying for rain and making pilgrimages on foot to various temples and to the parade ground east of the city. The authorities all dress in mourning, *Son Yi*, on these occasions. Of four to five hundred prisoners recommended for liberation only some ten per cent. have been set free, and the people say that such half measures are not likely to appease the angry gods.

Disquieting news continues to be received from Kuangsi. The focus of the disturbance appears to be in the neighbourhood of Yü lin Chou, about two or three days journey inland from Pakhoi, and the same distance from the banks of the West River. The deportation of unemployed soldiers called *Yu-yung* continues. Hundreds of such have been passed into Kuangsi and Hunan of late. Many of them probably manage to elude the officers in charge of them, and join the disaffected bands roaming over various parts of Kuangsi and converging towards Tungking.

THE LOSS OF THE *NORMANTON*.

The following is the finding of the Court which held an enquiry at the British Consulate at Hiogo into the circumstances attending the loss of the steamer *Normanton*:—

That the *Normanton* was a steam vessel, schooner rigged, of 1,533.45 tons register tonnage, built at Scotswood-on-Tyne in 1882, and belonging to the port of London. It appears from the evidence given before this Court that she sailed from Yokohama at or about 6.30 p.m. on the 23rd October, 1886, bound for Hyogo with a part cargo of tea and general cargo, a crew of thirty-eight hands all told on the Articles, one China boy, as well as twenty-three Japanese passengers.

The vessel proceeded on her voyage, passed five miles off Rock Island, and steered west-by-south, correct magnetic, passing Omaisaki at 6.40 a.m. on the 24th, 14 miles off. From there the course steered was west-south-west, correct magnetic, until 6 p.m., the ship going nine and a-half knots. After passing Omaisaki the atmosphere was clear, with clouds and fresh breezes from the eastward, until 4 p.m. Afterwards it came on to rain, the wind blowing fresher from the south-east. At 6 p.m. the course was changed to south-west-by-west, correct magnetic, the weather continuing hazy, with rain. A little before 7 o'clock p.m. it was raining heavily, and the topsails were taken in. Land was at that moment reported on the port bow, the engines were eased for a moment, and then put on full speed ahead again. The helm was at first starboarded, and immediately put hard aport, when the port side of the ship grazed heavily on a rock, which tore open the plates in the engine-room above and below the line of the water ballast tank. The water rushed into the engine-room, the pumps were instantly put on, but the water coming through the tunnel at the same time, gained rapidly. The tunnel and cross bunker doors were immediately shut. An examination of the holds from the deck showed that those forward of the stoke-hole were dry, but the after hold was filling fast and the ship settling by the stern. Immediately on the ship striking the master ordered out the boats. Owing to the forward tackle of the starboard life-boat being cut, and the after tackle getting fouled in the darkness, an accident occurred in lowering that boat which unfortunately occasioned the loss overboard of Francis Bernard, A.B. The port life-boat and pinnace were successfully lowered, and the starboard life-boat afterwards righted.

As soon as the boats were swung out efforts were made by the master, mates, carpenter and boatswain to get the passengers out of the alley-way on the upper deck where they were, in order to enter the boats; the engineers endeavouring to get the Lascar firemen into the boats. The water coming up to level of the after deck and into the alley-ways, these endeavours were continued, but the Japanese passengers refused, throughout, to leave or enter the boats. Twenty-eight of the crew and the China boy succeeded in entering the boats before the ship foundered. The ship's masts were seen for about five minutes from one of the boats, and nothing further either of the vessel or of those remaining on board, with the exception of the boatswain, who was picked up in the morning by the captain's boat, having been floating all night in the water on a life-buoy. Three Lascar stokers, who were in the first mate's boat, which was full of water, died in the boat of exposure, and another, becoming deranged, jumped overboard. The rest succeeded in reaching the village of Kusimoto, on the mainland, at 9 o'clock a.m. on the 25th. The light on the east end of Ooshima became visible after the survivors were in the boats, but had not been seen from the vessel herself, and during the night it became obscured several times. The Court regrets that the condition of the man at the wheel, Thomas Jackson, on both occasions when he appeared in Court, was such as to prevent any reliance being placed on his evidence.

The Court, having regard to the circumstances above stated, and the evidence in the case, finds as follows:—That the *Normanton* foundered on the night of October 24th, probably shortly after 8 o'clock in consequence of having struck upon a rock off the east of Ooshima, south-east entrance of Kii channel, but the evidence is not sufficient to enable the Court to pronounce on the exact spot. The Court considers that the courses steered by the master were such as might have been expected to have carried the vessel clear of the dangers off Ooshima, from the east end of which it was reasonable from him to expect to see a powerful light, but that a strong current setting to the west and northwards had carried her in the direction of the rock on which she struck. Every precaution appears to have been taken by him to ascertain the deviation of compass, and the vessel appears in other respects to have been navigated in a proper and seamanlike manner. Judging from the evidence the Court would consider it probable that the light on the east end of Ooshima was capped by a fog at the time the vessel was approaching. The lookout on board appears to have been good. The Court considers that the master, officers and others of the European crew did all in their power to save the lives of the passengers, who refused to quit the vessel, and of the Lascar firemen, who appear to have become demoralized, and some of them perished. The conduct of the first mate—John Reynolds—of the carpenter—Robert Ballater—and of the boatswain—William Wells—is especially deserving of commendation in this respect. The conduct of the fourth engineer—Pearce G. Spencer—in returning to the engine-room to stop the engines, is deserving of notice. The vessel appears to have been well found, sufficiently manned, provided with an ample number of boats to have saved all on board, and in every way seaworthy when she went to sea from Yokohama, and provided with the latest Admiralty charts.

In the opinion of the Court the manhole door leading from the tunnel to the after hold well should have been kept closed, but even if it had been so this would not have saved the vessel. The bulkheads appear to have stood as long as would have enabled all on board to have left the vessel. The *Normanton* had a part cargo of light freight, say about one-fifth of her total carrying capacity, and had no deck cargo. The loss of life, in the case especially of the Japanese passengers, is a regrettable occurrence, which points to the desirability of all ships, and more particularly those carrying passengers, being provided with sufficient life-belts for all on board and with Holme's safety lights for burning in water.

The Court directs that the certificates of the first and second engineers deposited in court be now returned to them, and recommends that fresh certificates may be issued to the master and other officers in lieu of those lost by them in the vessel. The Court desires to call attention to the kindness of the local Japanese officials and others in their treatment of the survivors who landed from the vessel.

The Court further directs that in accordance with the powers contained in section 263 of 17 and 18 Vict., c. 104, the costs of the proceedings in this Court be paid by John William Drake, master of the vessel, being one of the parties thereto, and he is hereby ordered to pay the said costs accordingly. The expenses of these proceedings, fixed at £22 16s. sterling, equal to $136.80 local currency, are approved.

Dated at Hyogo, this 5th day of November, 1886.

JAMES TROUP,
H.B.M.'s Consul, President of the Naval Court.
JAMES LOGAN,
Master of S.S. Travancore.
W. A. GULLAND,
Master of S.S. Claymore.
Members of the Naval Court.

The *Hiogo News* remarks:—

It is singularly unfortunate that the captain, officers and crew of the *Normanton* did not succeed in rescuing—even by main force—a single one of the twenty-three Japanese passengers on board that ill-fated vessel. It is quite absurd to disguise the fact that the loss of every passenger bears on the face of it a remarkably ominous appearance, and is bound to give occasion to ugly remarks, however baseless those remarks may be. For that reason, if for none other, the absence of even one Japanese to corroborate the evidence given at the inquiry is much to be regretted, and probably no person feels this more acutely than the captain of the *Normanton*. On the point referred to the Finding of the Naval Court is, of course, officially conclusive, no matter how supported, and therefore hardly open to fair criticism. In other respects, however, the Finding seems peculiar. Careful perusal of the evidence shows that it fails to support the assertion that the bulkheads were of the slightest service, and as a matter of fact one of the survivors stated to the writer that they succumbed at once. It is significant that this particular witness was not asked a single question bearing upon that part of the inquiry, but of course this may perhaps, have been mere oversight. Again, in what way does the evidence prove that life-belts and Holme's patent lights for burning in water would have been of the slightest service to the poor passengers drowning in the alley-way of the sinking steamer like rats in a hole? Surely it would have been a more sensible outcome of the investigation if, instead of wandering off into admiration of performances that resulted in nothing of value, and indulging in deductions not warranted by the evidence, the Court had included in its Finding a recommendation that no vessels should carry Japanese passengers unless provided with a competent interpreter.

A Japanese native paper says:—The report of the foundering of the *Normanton*, which resulted in the loss of all the Japanese passengers, while the captain and twenty-five of the crew managed to save themselves, has excited an unpleasant feeling among Japanese, who naturally entertain suspicion as to the conduct of the survivors. The fact that not even a single Japanese out of such a number was saved, even by accident, prevents Japanese readers of the report from believing what is said as to the unfortunate passengers. The Tokyo Commercial and Industrial Association is considering the affair seriously, and proposes to urge that measures be taken to prevent the recurrence of such horrible accidents.

CRICKET.

Hongkong Cricket Club, *versus* Foochow Cricket Club.

The *Foochow Echo* gives the following account of the Cricket match played between the Hongkong and Foochow teams:—

Three years ago the port was visited by a Hongkong team, and an excellent match resulted in a win for Foochow. Since then many causes have assisted to prevent another pleasant meeting, until this year, when a strenuous effort, which must be thoroughly appreciated by the Foochow C.C., was made in Hongkong to send up a team to win back the lost laurels, and this the Hongkong teams have done effectively.

Our visitors arrived on 31st ultimo by *Namoa*, and after a day's rest, necessary after their victorious exertions in the Cricket field in Swatow and Amoy, and also perhaps rendered necessary to some after a tossing sojourn on the billowy deep, the match was commenced at 11 a.m. on Tuesday, 2nd instant.

Once again were the Foochow C.C fortunate in winning the toss, but here their good fortunes began and ended, and electing to go in, sent out King and Woodley to the bowling of Dawson and Smith. It soon became apparent that the batsmen were not at home with the medium left handed bowling of Dawson, and with the exceptions of Sanderson, Bathgate and Weeks this remark may be applied to all the batsmen. Sanderson made the only stand of the innings, but to the disappointment of his side ran himself out when well set. Bathgate would have doubtless done better, but unluckily played on. The innings closed for the small total of 88 runs.

After the usual interval Graham and Bramwell went out to face the bowling of Weeks and Phipps, and made a fair stand, the first wicket falling for 34. Scanlan joined Bramwell but had only added 4 to the total when an appeal to 'the British Umpire' resulted in the verdict of L.B.W. Serg. Savage then joined Bramwell, and another stand was made before the former retired clean bowled by an excellent slow, for a well played 21. Lloyd and Smith gave little trouble, and the hopes of the fielders were in the ascendant when Foss took guard. Both batsmen played steadily and the interest of the game was at its height then, but the home bowling proved quite ineffective in separating the batsmen before 83 runs had been put on. Bramwell was then bowled having played a steady and patient innings for 68. To the veteran Captain all credit is due for bringing the total well ahead of his opponents. The innings closed for 223 runs, leaving the home team 135 runs to get to save the innings defeat.

When play ceased on Tuesday the last of the visitors' wickets had yet to fall, but this did not take place on Wednesday until 13 runs had been added to the score of the previous day.

The Foochow eleven then commenced their second innings with King and Woodley. The order of going in was the same as that of the first innings, and had it been otherwise, perhaps, the home team might have fared better. Be that as it may, a stand was made after the fall of the first wicket and when the fielding of the visitors was a trifle loose. Woodley and Sanderson batted steadily for 18 and 14 respectively, and Phipps quickly hit up 11 before being well caught by Serg. Savage in the long field. Excepting Weeks, who used his hitting powers well and carried out his bat for 12, none of the other batsmen could play the 'demon bowler.' The last was well on the spot, and got more work on his balls than throughout the previous innings. By tiffin time the last Foochow wicket had fallen for a total of 69, and the match was deservedly won by Hongkong, by an innings and 66 runs.

Without doubt the visitors' bowling was superior to that of the home eleven, and taken all round their batting was stronger, but in fielding the honours were about equally divided. Several mistakes were made by the Foochow team, more especially arising from not attending to the instructions of their Captain. A strict observance of these would have brought about the downfall of more than one wicket, and at a critical time of the game. We trust to see an improvement in this respect, as well as a more confident feeling in the batsmen, when the return match is played on Monday and Tuesday next. Though victory hardly seems within the powers of the eleven, we feel assured they will render a better account of themselves in the coming match.

A glance at the bowling analysis of the Hongkong Team will show how excellently Dawson and Smith bowled for the visitors.

HONGKONG.—First Innings.

M. D. Graham, c & b Weeks,	23
G. A. Bramwell, b Phipps,	68
A. de C. Scanlan, lbw b Weeks,	4
Sergt. Savage, b Phipps,	21
A. A. Lloyd, c Woodley, b Symes,	6
E. O. Smith, b Symes,	1
H. Foss, c Bathgate, b Phipps,	45
H. Dawson, b MacEwen,	2
A. H. Jackson, not out	11
A. Shepherd, c Weeks, b MacEwen,	9
W. P. Maclean, c Platt, b Weeks,	5
Extras,	28
	223

FALL OF THE WICKETS.

1	2	3	4	5	6	7	8	9	10
34	44	83	91	97	190	195	195	207	223

BOWLING ANALYSIS.

	Balls.	Maid.	Runs.	Wickets.	Wides.
Weeks,	137	7	71	3	3
Phipps,	115	6	38	3	0
Bathgate,	80	2	31	0	3
Symes,	35	3	10	2	4
Fraser,	35	3	13	0	2

FOOCHOW.—First Innings.

King, b Dawson,	3
Woodley, c Lloyd, b Dawson,	4
Sanderson, run out,	42
Phipps, b Dawson,	1
Bathgate, b Dawson,	9
Bowring, b Dawson,	3
Platt, c Foss, b Dawson,	3
Weeks, b Dawson,	1
Frazer, b Dawson,	9
Symes, b Smith,	0
McEwen, not out,	3
Extras,	10
	88

FALL OF THE WICKETS.

1	2	3	4	5	6	7	8	9	10
4	17	22	46	50	71	71	73	82	88

BOWLING ANALYSIS.

	Balls.	Maid.	Runs.	Wickets.
Dawson,	85	4	30	8
Smith,	68	0	36	1
Sergt. Savage,	15	1	12	0

Second Innings.

King, run out,	1
Woodley, c Graham, b Smith,	18
Sanderson, c & b Dawson,	14
Phipps, c Savage b Smith,	11
Bathgate, b Smith,	0
Bowring, b Dawson,	2
Platt, c Bramwell b Dawson,	3
Weeks, not out,	12
Frazer, c Bramwell b Dawson,	2
Symes, b Smith,	0
McEwen, c Graham b Dawson,	0
Extras,	6
	69

FALL OF THE WICKETS.

1	2	3	4	5	6	7	8	9	10
9	37	46	49	51	53	55	61	68	69

BOWLING ANALYSIS.

	Balls.	Maid.	Runs.	Wickets.
Dawson,	91	6	30	6
Smith,	90	3	33	3

CHINA COAST METEOROLOGICAL REGISTER.

November 11.—at 4 p.m.

Station.	Barometer reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Manila	29.84	89	68	ENE	1	c	—
Haiphong	29.89	78	—	SE	—	b	—
Hongkong	30.06	72	61	E	3	b	—
Amoy	30.09	77	53	NE	4	b	—
Foochow	—	—	—	—	—	—	—
Shanghai	30.24	60	82	NNE	3	c	—
Nagasaki	30.06	—	—	NNE	4	—	0.07
Wl'ostock	30.23	34	—	SE	1	c	—

November 12.—at 11 a.m.

Station.	Barometer reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Manila	29.95	82	78	NNE	1	c	—
Haiphong	29.90	77	—	E	—	c	—
Hongkong	30.21	72	53	NE	1	b	0.02
Amoy	30.21	69	65	NE	3	b	—
Foochow	—	—	—	—	—	b	—
Shanghai	30.28	59	88	N	1	b	—
Nagasaki	30.18	—	—	NNE	4	—	—
Wl'ostock	30.12	38	92	E	2	b	—

The barometer is nearly unchanged and gradients for N.E. winds are rather steep. The temperature and humidity are rather low and the weather is fine.

W. DOBERCK,
Government Astronomer.
Hongkong Observatory, November 12.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather. *b* blue sky, *c* detached clouds, *d* drizzling, rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. Rain, in inches, tenths and hundredths.

GREAT EXCITEMENT IN WALES ABOUT A MARVELLOUS CURE. LIVING SIX YEARS WITHOUT GOING TO BED.

Mr Editor,—While spending a few days at the pleasant seaside town of Aberystwith, Cardiganshire, Wales, I heard related what seemed to me either a fabulous story or a marvellous cure.

The story was that a poor sufferer who had not been able to lie down in bed for six long years, given up to die by all the Doctors, had been speedily cured by some Patent Medicine. It was related with the more implicit confidence from the circumstance, as was said, that the Vicar of Llanrystyd was familiar with the facts, and could vouch for the truth of the report.

Having a little curiosity to know how such stories grow in travelling, I took the liberty while at the village of Llanrystyd to call upon the Vicar, the Rev. T. Evans, and to enquire about this wonderful cure. Though a total stranger to him, both he and his wife most graciously entertained me in a half hour's conversation, principally touching the case of Mr Pugh, in which they seemed to take a deep and sympathetic interest, having been familiar with his sufferings, and now rejoiced in what seemed to them a most remarkable cure.

The Vicar remarked that he presumed his name had been connected with the report from his having mentioned the case to Mr John Thomas, a chemist of Llanon. He said Mr Pugh was formerly a resident of their parish, but was now living in the parish of Llanddeinol.

He strongly vouched Mr Wm. Pugh's character as a respectable farmer and worthy of credit. I left the venerable Vicar with a livelier sense of the happy relation of a pastor and people, feeling that he was one who truly sympathised with all who are afflicted in mind, body, or estate.

On my return to Aberystwith, I was impressed with a desire to see Mr Pugh, whose reputation stood so high. His farm is called Pancom-Mawr, signifying 'above the dingle,' situated near the summit of a smooth round hill, overlooking a beautiful valley in which is situated the lovely ivy-mantled Church of Llanddeinol. I found Mr Pugh, apparently about 40 years old, of medium height, rather slight, with a pleasant and intelligent face. I told him I had heard of his great affliction and of his remarkable and almost miraculous relief, and that I had come to learn from his own lips, what there was of truth in the reports.

Mr Pugh remarked that his neighbours had taken a kindly and sympathetic interest in his case for many years, but of late their interest had been greatly awakened by a happy change in his condition. What you report as having heard abroad, said he, is substantially true, with one exception. I never understood that my case was ever given up as hopeless by any Physician. I have been treated by several Doctors hereabouts, as good as any in Wales, but unfortunately no prescription of theirs ever brought the desired relief.

Fifteen years ago, he said, I first became conscious of a sour and deranged stomach and loss of appetite, which the Doctors told me was Dyspepsia. What food I could hold in my stomach seemed to do me no good and was often thrown up with painful retchings. This was followed after a time with a hoarseness and a raw soreness of the throat which the Doctors called bronchitis, and I was treated for that, but with little success. Then came shortness of breath and a sense of suffocation, especially nights, with clammy sweat, and I would have to get out of bed and sometimes open a door or window in winter weather to fill my lungs with the cold air.

About six years ago I became so bad that I could not sleep in bed, but had to take my unquiet rest and dreamy sleep sitting in an armchair. My affliction seemed to be working downward into my bowels as well as upwards into my lungs and throat. In the violent coughing spasms which grew more frequent, my abdomen would expand and collapse and at times it would seem that I should suffocate. All this time I was reduced in strength so that I could perform no hard labour and my spirits were consequently much depressed.

Early in this last spring I had a still more severe spasmodic attack, and my family and neighbours became alarmed, believing that certainly I would not survive, when a neighbour, who had some knowledge, or had heard of the medicine, sent to Aberystwith by the driver of the Omnibus Post, some seven miles distant, and fetched a bottle of Mother Seigel's Curative Syrup.

This medicine they administered to me according to the directions, when to their surprise and delight no less than my own, the spasm ceased, I became at ease, and my stomach was calmed. My bowels were moved as by a gentle cathartic, and I felt a sense of quiet comfort all through such as I had not before realized in many years. I could walk around the house and breathe comfortably in a few hours after I had taken the medicine. I have continued to take the medicine daily now for something over two months, and I can lie down and sleep sweetly at nights and have not since had a recurrence of those terrible spasms and sweatings. I have been so long broken down and reduced in my whole system that I have not tried to perform any very hard out-door labour, deeming it best to be prudent lest by over-exertion I may do myself injury before my strength is fully restored. I feel that my stomach and bowels have been and are being thoroughly renovated and renewed by the medicine. In fact I feel like a new man.

I have been much congratulated by my neighbours, especially by the good Vicar of Llanrystyd, who with his sympathetic wife have come three miles to shed tears of joy on my recovery.

I bade Mr Pugh goodbye, happy that even one at least among thousands had found a remedy for an aggravating disease.

Believing this remarkable case of Dyspeptic Asthma should be known to the public, I beg to submit the above facts as they are related to me.

F. T. W.

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1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places:—

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* Cyprus.
* Denmark.
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Foochow.
* Gambia.
* Germany.
* Gibraltar.
* Gold Coast.
Hankow.
Hawaii.
Hoihow.
Hongkong.
* Holland.
* Honduras, (Br.).
* Iceland.
India.
* Italy.
Japan.
* Lagos.
* Madeira.
* Malta.
* Mauritius.
* Natal.
* Newfoundland.
New South Wales.
* New Zealand.
North Borneo.
Ningpo.
* Norway.
Port Darwin.
* Portugal.
Queensland.
* S. Helena.
* Seychelles.
Shanghai.
* Sierra Leone.
South Australia.
Straits Settlements.
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Tasmania.
United Kingdom.
* United States.
Victoria.
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" £10, or $50, or R100,......0.80 "
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Hongkong, January 12, 1885. 66

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Pedder's Street.

Hongkong, February 17, 1886. 331

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1885.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, October 1, 1886. 1874

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Hongkong, June 9, 1885. 957

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D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

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Hongkong, August 20, 1884. 1398

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Hongkong, January 1, 1882. 14

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Hongkong, January 4, 1867. 100

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Hongkong, May 19, 1881. 938

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Hongkong, July 25, 1872. 496

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Hongkong, November 12, 1886. 632

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IN the NEW PREMISES, Bank Buildings, immediately opposite the Hongkong Hotel's Main Entrance,—One Handsome Plate-Glass Shop Frontage of 40 feet.

GODOWNS at West Point—Large and Small.

COAL STORAGE.

Apply to
1862 SHARP & Co.

TO LET.

A Five-Roomed HOUSE at the Peak, Good TENNIS GROUND attached.

Apply to
DENNYS & MOSSOP.

Hongkong, January 28, 1886. 192

TO LET.

FROM the 1st September next, the Commodious PREMISES known as the P. & O. Old Offices, lately in the occupation of the Hongkong & Shanghai Banking Corporation.

For further Particulars, apply to the Undersigned.

E. L. WOODIN,
Acting Superintendent.

Hongkong, August 21, 1886. 1614

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPIECE ONLY landed at PLYMOUTH.

THE Peninsular and Oriental Steam Navigation Company's Steam-ship *CATHAY*, Captain E. Ashdown, with Her Majesty's Mails, will be despatched from this for LONDON, *viâ* BOMBAY and SUEZ CANAL, on TUESDAY, the 23rd November, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for Marseilles.

E. L. WOODIN,
Acting Superintendent.

Hongkong, November 12, 1886. 2156

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 16th November, 1886, at Noon, the Company's Steamship *OXUS*, Commandant Lequerre, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 15th November, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, November 4, 1886. 2110

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and touching at Yokohama, and San Francisco.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama, on TUESDAY, 23rd November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers.

Return Passages.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % on Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong November 2, 1886. 2092

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG, PORTS in the LEVANTE, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 29th day of November, 1886, at Noon, the Company's Steamship *BRAUNSCHWEIG*, Captain Störmer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 28th November. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Company is prepared to Grant Policies of Insurance on TREASURE and CARGO shipped by their own Steamers.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 29, 1886. 2062

NOW READY.

PRICE, $1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

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2.—Articles.
3.—Reviews of Books.
4.—List of Authors Reviewed.

Price, ... 50 Cents.

To be had at the *China Mail* Office, Messrs. Kelly & Walsh, Messrs. Lane, Crawford & Co., Hongkong; and Messrs. Kelly & Walsh, Shanghai.

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